

BRAZOS RIVER, MOUTH TO FREEPORT, TEX.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

WITH A LETTER FROM THE CHIEF OF ENGINEERS, REPORTS ON
PRELIMINARY EXAMINATION AND SURVEY OF MOUTH OF BRA-
ZOS RIVER UP TO FREEPORT, TEX., WITH A VIEW TO SECURING
DEPTH OF 25 FEET.

DECEMBER 31, 1914.—Referred to the Committee on Rivers and Harbors and ordered
to be printed, with illustration.

WAR DEPARTMENT,
Washington, December 29, 1914.

TO THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

SIR: I have the honor to transmit herewith a letter from the Chief
of Engineers, United States Army, of this date, together with copies
of reports from Lieut. Col. C. S. Riché, Corps of Engineers, dated
September 20, 1913, and July 23, 1914, with map, on preliminary
examination and survey, respectively, of mouth of Brazos River up
to Freeport, Tex., made in compliance with the provisions of the
river and harbor act approved March 4, 1913.

Very respectfully,

HENRY BRECKINRIDGE,
Acting Secretary of War.

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, December 29, 1914.

TO: The Chief of Engineers, United States Army.

FROM: The Secretary of War.

SUBJECT: Preliminary examination and survey of Brazos River, mouth
to Freeport, Tex.

There are submitted herewith for transmission to Congress
reports dated September 20, 1913, and July 23, 1914, with map, by

Lieut. Col. C. S. Riché, Corps of Engineers, on preliminary examination and survey, respectively, of mouth of Brazos River up to Freeport, Tex., with a view to securing a depth of 25 feet, authorized by the river and harbor act approved March 4, 1913.

2. The existing project for the improvement of the mouth of the Brazos River is to repair and strengthen the two parallel jetties formerly built by a private company and turned over to the United States in 1899, construct spur dikes and bank protection, and to dredge a channel 18 feet deep and 150 feet wide. A channel of the adopted dimensions has been secured for short periods, but owing to the sudden rises to which the stream is subject and the consequent shoaling of the channel the project depth has never been maintained for such a length of time that shipping interests could confidently rely upon it. The act of March 4, 1913, made an appropriation for a new seagoing dredge for use jointly at Aransas Pass and the mouth of Brazos River, to replace the dredge *Comstock*, which was destroyed by fire. This new dredge, while adequate for the maintenance of the outer end of the channel beyond the jetties and for some distance between them, is not suitable for the economical prosecution of work in the river proper, and for this reason the district officer states that the project depth can not be maintained by the use of a seagoing suction dredge alone, but will require a hydraulic pipe-line dredge in addition for use in the river channel and in the upper part of the jetty channel. If economical ocean carriers are to be accommodated, a minimum of 21 feet will be required, and he believes that the plant mentioned above will be able to maintain a depth of from 22 to 25 feet in the entrance and up as far as the present steamship wharf. The estimated cost of the proposed improvement is \$500,000, which includes the cost of one 20-inch hydraulic pipe-line dredge, operating the same for one year and a half, operating new seagoing dredge *Comstock* during two years, minor repairs to jetties, etc. Maintenance is estimated at \$150,000 annually. Extension of the jetties is not recommended. The district officer believes that the present amount of prospective commerce involved and the benefits to be expected amply justify the method of procedure proposed. He therefore expresses the opinion that the mouth of Brazos River is worthy of improvement to a depth of 25 feet, or as near that depth as can be maintained with the plant proposed, but recommends that operations for the present be confined to obtaining this depth up to the present steamship wharf and that the depth be extended farther upstream and if necessary to Freeport when additional terminal facilities have been provided. The division engineer concurs in general with the views of the district officer.

3. These reports have been referred, as required by law, to the Board of Engineers for Rivers and Harbors, and attention is invited to its report herewith, dated December 9, 1914. The board is convinced that the commercial necessities warrant at this time the cost of purchasing and operating the 20-inch dredge recommended by the district officer, but it does believe that the immediate and prospective benefits to commerce warrant the purchase of a 15-inch suction dredge, which could be used advantageously on other work in case its services are not required on the Brazos. Such a dredge probably be sufficient to provide a reasonably permanent channel about 22 feet in depth from the jetties up to the present wharf.

have some time which can be devoted to the maintenance of the intrastatal canal adjacent to the river, and perhaps for such extension of the project upstream toward the town of Freeport as may be found desirable. With the smaller dredge proposed by the board the estimated cost of the improvement is \$455,000, including operation of the suction dredge for three years, and of the seagoing dredge engaged on this work one-half the time during a similar period. The cost of subsequent maintenance, if the port develops sufficient commerce to justify continuance, is estimated at \$100,000 annually. Contingent on certain conditions the board recommends the further improvement of the locality in accordance with this plan.

4. After due consideration of the above-mentioned reports, I concur with the views of the Board of Engineers for Rivers and Harbors and therefore report that the further improvement by the United States at the mouth of Brazos River is deemed advisable under a modified project providing for the purchase of one 15-inch suction dredge, its operation for a period of three years, the operation of the seagoing dredge already authorized one-half time during a period of three years, and repairs to jetties, all at an estimated cost of \$455,000, and \$100,000 annually thereafter for maintenance, if this is deemed advisable after the experimental period of three years, subject to the conditions recommended by the board as specified in paragraph 12 of its report dated December 9, 1914. The initial appropriation should be \$455,000 and the sum of \$100,000 should be made available each year thereafter.

DAN C. KINGMAN,
Chief of Engineers, United States Army.

REPORT OF THE BOARD OF ENGINEERS FOR RIVERS AND HARBORS
ON SURVEY.

[Third indorsement.]

BOARD OF ENGINEERS FOR RIVERS AND HARBORS,
December 9, 1914.

to the CHIEF OF ENGINEERS, UNITED STATES ARMY:

The following is in review of the district officer's reports on preliminary examination and survey of mouth of Brazos River up to Freeport, Tex., with a view to securing a depth of 25 feet, submitted under authority of the act of March 4, 1913:

The existing project for the improvement of the mouth of the Brazos River, which has been in effect since 1899, provides for a channel 150 feet wide and 18 feet deep at mean low water up to Mesco, a distance of about 6.5 miles, the repair of the jetties to protect a dredge while working in the channel, and the construction of spur dikes and the narrowing of the channel where necessary. Under this project the channel dimensions have been obtained several times and the jetties have been repaired. Owing, however, to rapid deterioration of the channel after freshets, the full depth has not been maintained continuously for long periods. The mean tidal range is 7 feet. The total expenditures by the United States to June 30, 1913, were approximately \$441,600.

3. The recently established town of Freeport is situated on the right bank of the river about 5 miles above the outer end of the jetties, which are about 1 mile in length. The railroad has been extended from Velasco to a point about 1 mile above the inner end of the jetties, where a wharf has been established on the left bank. The commerce at this port has been small in the past, but in recent years has shown a tendency to increase, particularly since the town of Freeport has been established and the extensive sulphur mines about 4 miles distant have been opened on a commercial basis.

4. The district officer states that any improvement that involves the extension of the jetties would be very expensive and could not be justified by existing or immediately prospective commercial conditions. He believes that reliance must be placed on dredging depths much greater than 12 to 14 feet are to be had, and this would be the case whether the jetties are extended or not. He is of opinion that the seagoing dredge now under construction, which is to divide her time between the Brazos River and Aransas Pass, will be able to care for the exposed portions of the entrance channel at both places but it is not likely that it will be able to do much more. Therefore any other dredging in the Brazos River will call for an additional dredge. The district officer states that a 20-inch suction dredge similar to those authorized for the Houston Ship Channel would be suitable for the interior work in the Brazos River. Such a dredge could be used to advantage elsewhere in the district in case the improvement proved to be unworthy of continuance.

5. The existing project depth of 18 feet has never been maintained continuously for any great length of time, and it is the opinion of the district officer that it will be necessary to have a dredge constantly available in the river in order to maintain such depth. Moreover he believes that this depth is inadequate for the use of economic ocean-going vessels, and that a minimum depth of 21 feet, and preferably as close to 25 feet as can be obtained, should be provided.

6. The district officer estimates the cost of an adequate improvement as follows:

One 20-inch hydraulic pipe-line dredge, complete with pontoon pipe line and all necessary equipment.....	\$200,
Operating the above dredge for a year and a half, including ordinary repairs (this dredge can not be available as soon as the <i>Comstock</i>).....	150,
Operating new seagoing dredge <i>Comstock</i> during two years, including ordinary repairs, \$120,000 (her time being divided between Aransas Pass and mouth of Brazos), amount chargeable to mouth of Brazos.....	60,
Minor repairs to jetties.....	50,
Engineering and contingencies.....	40,
Total.....	500,
Annual maintenance thereafter.....	150.

He believes the locality worthy of improvement to this extent. The division engineer is of opinion that it is necessary to place an additional dredge in the river and that the project depth should be provisionally increased to 22 feet; that the dredge be required to maintain this depth, which he believes it can do, and that it be authorized to secure such additional depth not exceeding 25 feet as it may be able to maintain without marked additional cost.

7. In addition to the information contained in the reports of the district officer and in the record of the hearing held by the division

engineer, additional data were secured by a committee of the board, who made an inspection of the locality, conferred with parties in interest, and gave an informal hearing in Freeport on November 13, 1914. Much stress has been laid upon the necessity of better port facilities at this point, not only because of the growing local commerce, but on account of material benefits that would result to a large portion of the State of Texas by reason of an additional competitive port. It appears that at times there is considerable congestion in the port of Galveston, which operates to the disadvantage of the shippers and jobbers through a large section of the State. It has been represented that the terminals at Galveston are under such control as to make the wharfage charges and the transfer of freight unduly high, and that this difficulty would be largely alleviated by a deep-water port at Freeport by virtue of its being in fact a free port.

8. In the two and a half years preceding the hearing by the division engineer the commerce reported for this locality amounted to 53,133 tons, while during the subsequent four months it amounted to 51,725 tons, or at an annual rate of 155,175 tons. The output of sulphur during the past four months was 14,436 tons. It is expected that this commodity may amount to 120,000 tons annually when the producing plant is in full operation. An independent steamship line has been established, consisting at present of two vessels, between this port and New York, with beneficial results to shippers and jobbers, although it has been hampered through lack of adequate depth, resulting at times in the necessity of going to other ports for the discharge of part cargoes. In addition to the vessels belonging to this steamship line, there have been four others handling business in the harbor during recent months.

9. It appears that it will be necessary to have an additional dredge continuously available for work in the river even to maintain the present project depth of 18 feet. This depth is not considered sufficient for the full development of the commerce existing or in prospect at this port, and therefore it would appear to be advisable to provide such a plant as will give not only a more stable channel, but one having a somewhat greater depth. It is believed that with the use of the seagoing dredge at the mouth of the river the desired results can be attained at considerably less cost with a pipe-line dredge of less size than the one proposed by the district officer.

10. The conditions of the channel of the Brazos are so unstable, due to the volume of silt carried and deposited by the irregular flood action, that it is difficult to foretell what channel depth can be maintained with an expenditure which the board is willing to recommend as economically advisable for this improvement alone. The board is not convinced that the commercial necessities warrant at this time the first cost (\$200,000) and cost of maintenance (\$100,000 annually) involved in the purchase and operation of the 20-inch dredge recommended by the district officer. It does believe that the immediate and prospective benefits to commerce warrant the purchase of a less expensive but efficient dredge of a class which could be used advantageously for the maintenance of the intracoastal canals of Texas and on other works in that State from time to time when its services are not required on the Brazos, or continuously on other works, should later developments prove that the expense of obtaining and maintaining on the Brazos River a channel suffi-

cient for deep-sea ships is greater than is economically advantageous. Furthermore, if, notwithstanding the use of this smaller dredge, the channel conditions of the Brazos should remain unsatisfactory and the development of commerce be sufficient to warrant the great expenditures involved in the purchase and operation of the large dredge, the smaller dredge now recommended can be transferred to other works. The board is of opinion that the expense of construction and operation of a 15-inch suction dredge is as large as the present conditions warrant, and that such a plant will probably be sufficient to provide a reasonably permanent channel about 22 feet in depth, and possibly more at times, from the jetties up to the present wharf and leave some time which can be devoted to the maintenance of the intracoastal canal adjacent to the Brazos River and perhaps for such extension of the project upstream toward the town of Freeport as may be found desirable to meet the demands of increasing commerce or for the better maintenance of the channel below. It does not seem practicable or desirable in this case, owing to the uncertain shoaling in the river, to fix definitely the depth to be obtained, but rather to make the project elastic and permit such depth as is found practicable up to a maximum of 25 feet by the operation of a plant such as that referred to above. This project should, however, be considered tentative and in a sense experimental and its continuance should depend upon the commercial and navigation developments during a period of three years after the plant has been put in operation. The cost of maintenance is high, and it is believed that work should not be continued beyond that time unless a commerce of considerable magnitude shall have developed.

11. In view of the foregoing, it is recommended that the present project be modified subject to certain conditions outlined below as to include the following:

One 15-inch pipe-line dredge and equipment.....	\$125
Operating above dredge three years, at \$50,000.....	150
Operating new seagoing dredge (one-half time) three years.....	90
Repairs to jetties.....	50
Contingencies.....	40
Total.....	455

Subsequent maintenance if the port develops sufficient commerce to justify continuance:

Operation of pipe-line dredge.....	\$50
Operation of sea dredge one-half time, at \$60,000.....	30
Contingencies, repairs to jetty, etc.....	20
Total.....	100

12. The conditions recommended are as follows:

(a) Before any expenditures are made by the United States assurance shall be given satisfactory to the Secretary of War that the town of Freeport will own in perpetuity for the use of the public a strip of land 300 feet wide and 2,000 feet long and shall construct thereon a dock or wharf with adequate rail connections, said dock or wharf to be at all times maintained in good condition by the said town of Freeport and kept open for the general use of the public, with reasonable tolls or charges for the landing of vessels or the loading, discharge, or transfer of freight, these tolls or charges to be approved by the Secretary of War. Said dock or wharf shall be so constructed and located on said strip of land as to permit of future extensions and improvements.

(b) Before any expenditures are made by the United States assurance shall be given satisfactory to the Secretary of War that the Freeport Terminal Co., now

own practically all the water front on the Brazos River from the jetties to and including the city of Freeport, will make and execute an instrument in writing containing covenants running with the land that no tolls or dock charges except such as may be approved by the Secretary of War shall be charged against any vessel for the privilege of landing or loading or unloading to or over any dock or wharves by whomsoever owned or held and wherever located upon or abutting upon said Brazos River wharves now owned by said Freeport Terminal Co.

(c) At the end of the experimental period of three years a report shall be made to Congress covering the physical and commercial conditions then existing, with recommendations as to the advisability of continuing the improvement, the dredges to be transferred to other works in the event of the report being unfavorable, unless Congress then directs the continuance of the improvement.

13. In compliance with law, the board reports that, except as contemplated by the above recommendations, there are no questions of terminal facilities, water power, or other subjects so related to the project proposed that they may be coordinated therewith to lessen the cost and compensate the Government for expenditures made in the interests of navigation.

For the board.

W. M. BLACK,
Colonel, Corps of Engineers,
Senior Member of the Board.

PRELIMINARY EXAMINATION OF BRAZOS RIVER, MOUTH TO FREEPORT, TEX.

UNITED STATES ENGINEER OFFICE,
Galveston, Tex., September 20, 1913.

From: The District Engineer Officer.

To: The Chief of Engineers, United States Army
(Through the Division Engineer).

Subject: Examination of mouth of Brazos River up to Freeport, Tex.

1. In compliance with instructions dated March 18, 1913, I submit the following report on the recent examination of the mouth of Brazos River up to Freeport, Tex., with a view to securing a depth of 25 feet.

2. For a comprehensive description of Brazos River and the work done at the mouth prior to 1897, see report of the Board of Engineers appointed to report on the "character and value of improvements made at the mouth of the Brazos River by the Brazos River Channel & Dock Co.," printed in Senate Document No. 138, Fifty-fourth Congress, second session, and also in Report of Chief of Engineers, 1907, pages 1815 et seq.

3. Attention is also invited to a report from the district engineer dated February 6, 1908, and printed as House Document No. 137, Sixtieth Congress, second session, for further description of the work and proposed projects; also to a report on Brazos River up to Galveston, Tex., printed as House Document No. 9, Sixty-third Congress, first session.

4. The project under which work is now being prosecuted was submitted by the district officer and approved by the Secretary of War July 8, 1899, and provided for a channel 150 feet wide and 18 feet deep at mean low tide and involved repairs to the jetties at the mouth of the river to protect a dredge while working in the channel.

It also provided for the construction of spur dikes, the narrowing of the channel between the jetties, and contemplated the use of the U. S. dredge *General C. B. Comstock*, of Galveston, to provide the necessary width and depth.

5. Under this project a channel was dredged in 1911 and 1912 from the outer ends of the jetties to the railroad wharf, a distance of about $2\frac{1}{2}$ miles. This channel was dredged under contract with the Bowers Southern Dredging Co., of Galveston, Tex., and was made 18 feet deep and 150 feet wide, with a small turning basin at the railroad wharf. In 1912 repairs to the northeast jetty were made at its inner end for a distance of about 1,000 feet for the purpose of closing a gap and preventing the ingress of sand into the channel. The channel having shoaled since the last dredging, the U. S. dredge *Comstock* was put to work August 1, 1912, redredging between the jetties, and continued on this work until February 17, 1913, when the dredge was destroyed by fire. Since that date no work has been done at the mouth of the river, and the channel has shoaled again to a least depth of 12 feet. Bids have recently been opened for redredging the channel and turning basin to original depth of 18 feet by contract, and plans for a new dredge to replace the *General C. B. Comstock*, appropriation for which was made March 4, 1913, are about completed.

6. Commercial conditions at the mouth of the river have been improving. The railroad has been extended from Velasco to a point about one-half mile above the lighthouse; a wharf has been built and sailings of steamers to and from New York have been established. This line has recently been augmented by one ship, making two ships now in this service. A large deposit of sulphur is being developed a short distance west of the mouth of the river, some 16,000 tons being now above ground awaiting shipment, and the town of Freeport has been established on the west bank of the river about $2\frac{1}{2}$ miles above its mouth and about $2\frac{1}{2}$ miles below the town of Velasco. The Missouri, Kansas & Texas Railway has acquired trackage to the point and is proposing to use it, and much interest has been aroused for the improvement.

7. Any improvement that involved the extension of the jetties would be very expensive and could not be justified by existing immediately prospective commercial conditions. The provision in Congress in the river and harbor act of March 4, 1913, of an appropriation for a new seagoing dredge to maintain the entrance channel, however, indicates a desire to make the most in the way of development from the work already in place.

8. Even were the jetties extended to deeper water in the Gulf, dredging would be needed for the maintenance of the channel between them and of the river channel above. There is no large expanse of water inside the jetties, as at Galveston and Aransas, and consequently the tidal flow in and out is too insignificant to cause any appreciable scour. On the other hand, Brazos River is very irregular in its flow, sometimes having almost no discharge and at other times being in flood, at which times it is heavily charged with sediment, often coloring the water of the Gulf as far east as Galveston and lining the beach with snags and driftwood.

9. The current of the river during a flood tends to scour the channel between the jetties, but as the flood passes out and the current

thickens the sediment carried by the river at such times is largely deposited and fills in such channel as may have formed; the net result when no dredging is done seeming to be a limiting or controlling depth from 12 to 14 feet, which is insufficient for the commercial needs of the port.

10. An extension of the jetties while unquestionably giving protection to any channel that had been formed between them so far as wave and current action of the Gulf was concerned, would otherwise be simply an extension of the river, the channel between the jetties would be subject to all the vicissitudes of the river channel above, and no materially greater depth would be likely to result unless a quite considerable amount of dredging were done.

11. It seems clear therefore that reliance must be placed on dredging if depths much greater than 12 to 14 feet are to be had, and whether the jetties be extended or not. The dredge appropriated by the river and harbor act of March 4, 1913, is a seagoing dredge; it is to divide her time between Aransas Pass and the mouth of the Brazos. She will probably be able to take care of the exposed portions of the entrance channel at both places, but it is not likely that she will be able to do much more than that. She can not, therefore, be counted upon for work in the inner end of the channel between the jetties or for work in the river above—and dredging will be needed at both places. In addition, being a seagoing dredge, she will be unsuitable for this inside work where the material dredged can best be disposed of by pumping ashore through a pipe line, and she would be ineffective and uneconomical in such a situation, even were she occasionally available.

12. To do this inside work promptly and efficiently, a dredge suitable for such a situation should be on hand, and should be immediately available to remove the deposits left in the channel by every flood. It would be possible to do such dredging by contract, but the result would not be satisfactory, because of unavoidable delays in making a contract after the occasion for dredging arose. The chances are that another flood would have come before a contractor's dredge could be gotten to the locality.

13. To maintain a channel with such approach to certainty as would permit the commercial interests to depend upon it, and a channel that can not be depended upon is of little use commercially, it would be necessary for a dredge of suitable type for this inside work to be always available, and the only way that this can be assured is for the Government to acquire a dredge for this purpose.

14. It is estimated that a 20-inch dredge like the U. S. dredge now at Galveston, or like the two dredges authorized for Boston Ship Channel by the river and harbor act of March 4, 1913, could take care of the river channel from Freeport down, and of the channel from the inner end about half way out, to the point where the wave action became noticeable. From there to deep water in the Gulf the new seagoing dredge already appropriated for would be sufficient. It is believed that with these two dredges a depth of from 25 feet could be maintained with sufficient certainty for commercial purposes.

15. It is believed that the interests now developing at the mouth of the Brazos are of sufficient importance to justify this method of improvement, which, in effect, will be making the most of the per-

manent works already in place there. This would involve the purchase or building of the new dredge for the inside work, as well as operation and the operation of the seagoing dredge soon to be required. This, with a small amount of repair work on the jetties close gaps that have been made by the sea, would not involve expenditure disproportionate to the commercial development prospect.

16. If, after a trial of this plan for one or two years, it became evident that the commerce of the port was not keeping pace with cost of maintaining the depth of water, dredging could be discontinued and the dredges transferred elsewhere. There is great need now in this district for a dredge of the *Miller* type, additional those on hand and authorized, and the new dredge herein proposed would have plenty of necessary work to do at other points. In fact such an additional dredge is needed whether the work at the mouth of the Brazos be undertaken or not.

17. Attention is invited to the following inclosures:

- (a) Letter from the Freeport (Tex.) Commercial League.
- (b) Resolutions by the Dallas (Tex.) Chamber of Commerce.
- (c) Resolutions by the El Paso (Tex.) Chamber of Commerce.
- (d) Resolutions by the Waco (Tex.) Chamber of Commerce.
- (e) Resolutions by the Paris (Tex.) Progressive Club.
- (f) Resolutions by the Paris (Tex.) Board of Trade.
- (g) Resolution by the officers, directors, and stockholders of the Seaboard & Steamship Co.
- (h) Letter from S. M. Swenson & Sons, bankers, New York.
- (i) Resolutions by the Fort Worth Chamber of Commerce.

18. There is no question of water power, flood control, or other subjects so related to the project proposed that they may be connected therewith to lessen the cost and compensate the Government for expenditures made in the interests of navigation. The present terminal facilities consist of the wharf and warehouse of the Houston & Brazos Valley Railroad, situated a short distance above the lighthouse. This wharf is about 450 feet long and the warehouse about 32,000 square feet of storage area. The ships of the Seaboard & Gulf Steamship Co. land at this wharf and receive and discharge freight, the steamer berth being on one side and the railroad terminal on the other. This wharf is open to all carriers on equal terms to the limit of its capacity. The owners of the town site of Freeport have declared their intention of giving absolutely free terminal facilities at this point when the improvement of the harbor is carried to such a point as to justify the construction of these facilities.

19. I therefore have the honor to recommend that Brazos River up to Freeport, Tex., is worthy of improvement by the United States to the extent above indicated, and, further, that a survey be authorized in order that an estimate of cost can be submitted.

C. S. RICHÉ,
Lieut. Col., Corps of Engineers

[First indorsement.]

OFFICE OF DIVISION ENGINEER, GULF DIVISION,
Baltimore, Md., January 19, 1914.

the CHIEF OF ENGINEERS.

. Forwarded.

. This locality was the subject of a preliminary examination and report in 1912, at which time it was decided by the Chief of Engineers and the Secretary of War, after giving the matter full and careful consideration, that the locality was not worthy of improvement by the United States.

. It appears that the commerce at the mouth of the Brazos River slightly increased since the former report was rendered, mainly due to the development of the sulphur industry in the vicinity. The arrival has shown, however, in addition to a slight increase in commerce, a most serious difficulty in keeping open the mouth of the river to the present project depth. The district officer, although giving a favorable report to this examination, shows in paragraph 9 of his report that constant dredging will be necessary, one dredge in the river being continuously employed and another one for probably half of its time between the jetties, and he also states: "If after a trial of his plan for one or two years it became evident that the commerce of the port was not keeping pace with the cost of maintaining depth of water, dredging could be discontinued and the dredges transferred elsewhere."

It is doubtful if a channel of the depth desired can be secured and maintained by the Government at a cost which will not be excessive and beyond the amount which would be justified for such an improvement. In view, however, of the fact that the commerce of this locality has shown a tendency to increase, it is believed that any adverse report should be given only after consideration of the most complete data obtainable. For this purpose and to permit a more accurate estimate of the cost of improvement and maintenance than is now possible, it is recommended that a survey be authorized and that in making the report upon this survey the district officer be requested to give such information as is available concerning the rate of time in which deposits are made by the river, the frequency of shoals in the stream, and such other matters as may have a bearing on the case.

LANSING H. BEACH,
*Colonel, Corps of Engineers,
 Division Engineer.*

[Third indorsement.]

BOARD OF ENGINEERS FOR RIVERS AND HARBORS,
January 27, 1914.

the CHIEF OF ENGINEERS, UNITED STATES ARMY.

For reasons stated by the division engineer, the board concurs with the district officer and the division engineer in recommending a survey in order to determine the extent and advisability of the improvement, and in making his report the district officer will state the

extent to which the commerce of the locality could be accommodated by the existing inland waterway along the Texas coast.

For the board:

W. M. BLACK,
Colonel, Corps of Engineers,
Senior Member of the Board

LETTER OF THE FREEPORT (TEX.) COMMERCE LEAGUE.

FREEPORT, TEX., September 15, 191

DEAR SIR: In behalf of the Freeport Commerce League, we beg to present for your consideration the following suggestions bearing upon the importance of the subject ordered by the last Congress, with a view of obtaining 25 feet of water from the jetty at the mouth of the Brazos to Freeport:

1. The Brazos River, the largest in Texas, and running through the most fertile and productive area of the State for more than 400 miles, and which is now being improved by the National Government from its mouth to the city of Waco, and a large territory tributary thereto, finds its natural outlet to deep water at Freeport.

The value of the work being done by the National Government on the Brazos River proper will be enormously enhanced and such expenditures conserved by giving commerce which will come down the river access to a port without taking a rail route, as well as the beneficial influence upon the railways competing therewith.

The inland intercoastal canal, intended to ultimately afford direct water communication from the Mississippi River, certainly to Corpus Christi and perhaps to the Rio Grande, intersects the Brazos River between its mouth and Freeport, and we have an ideal location as to light-draft navigation, which exists nowhere else in Texas, and is perhaps unequalled in any other State.

2. When the Brazos River is made navigable to Waco, north and south, millions of acres of the most fertile cotton, corn, and sugar land in the United States will be opened up and made valuable for agricultural purposes, which, by reason of lack of transportation facilities, is now likely unproductive; and the intercoastal canal will also be a valuable factor in a like work east and west. For in-bound freight at a water harbor at Freeport will also afford opportunity for a vast saving upon inland shipments by water rates to all points between and to the city of Waco, and the benefit of such rates will not stop there, but such in-bound freight for points beyond the city of Waco can there take rail, as well as at points between the mouth of the Brazos and Waco for shipment to interior points. This would be true also of the intercoastal canal, except that transfer from deep water to light-draft navigation could also be made at Galveston, but not so effectively there as at Freeport, for the reason that here is found absolutely the only port where no wharfage or dock charges exist.

The opening of the Panama Canal will necessarily give a tremendous impetus to Gulf ports, which are already enormously increasing their business by reason of a strategic location, and commerce will find an outlet at Freeport from a vast section of the country 510 miles nearer than from the great port on the Atlantic seaboard, it is also 555 miles nearer the heart of the agricultural center of the United States than New York and 510 miles nearer than San Francisco.

3. Freeport is what its name implies, i. e., free from the usual and customary wharfage and dock charges imposed on commerce at practically all American ports of importance. In addition, the comparatively low banks of the Brazos River, which is very wide as high up or even higher than Velasco, affords splendid opportunity for slips, docks, and wharves, and the location of all character of industries in the most convenient, feasible, and economical way; and these conditions, in such an admirable way, exist nowhere else, so far as we know. Here cargoes of deep-sea vessels, river, and intercoastal canal vessels can be exchanged, and warehouse facilities for storage of inland products, such as cotton, corn, and sugar, as well as in-bound merchandise to any extent, can be had along several miles of water front.

4. A syndicate of capitalists of the highest standing, which owns large landed estates and the enormous sulphur fields, recently discovered and now being developed, are actively interesting themselves in providing unequalled advantages here. A mineral company has been organized, and it has declared an announced policy to which it is committed, and the high standing of the parties at interest guarantee its prompt carrying out, of free wharfage for vessels, no tonnage charge whatever being made, and a liberal policy will be maintained with respect to locating industries at the mouth of the river.

river. Sites will be donated to industries which are of sufficient importance to justify such treatment, and industries which, of necessity, must be at tidewater can find no more suitable place for locations than the mouth of the Brazos.

Many applications have been made to locate industries at this point, and absolute confidence is had in securing them when they can be satisfied that the channel will be deepened to a sufficient depth to accommodate vessels necessary to the conduct of the business of these various enterprises. This policy is of the greatest importance, in view of the high cost of locations at other deep-water ports on the Gulf.

The importance of this development is recognized by prominent shippers from the principal cities of Texas who, in the face of the insufficient depth of water at the mouth of the Brazos and the most unfair competition and realizing the necessity of deeper facilities for shipping and a competitive harbor, are backing the Seaboard Gulf Steamship Co. in its use of this port, as will be seen from the resolution passed by the stockholders thereof, hereto attached; and no stronger argument can be presented for this work being undertaken by the Government than the faith evidenced in the works of these highly representative, solid, and conservative business men representing the commercial interests of so many of the principal shipping points in Texas.

Under the stimulus given by the developments now going on at Freeport, the tonnage has recently grown from less than 2,000 tons per month to about 10,000 tons per month at this time, and it is expected that this tonnage will show considerable increase, as the Seaboard & Gulf Steamship Co., heretofore operating the *Honduras* only, has recently bought and paid for a companion steel ship, the *Kennebec*, with a capacity of 10,000 tons. This line operates direct between New York and Freeport, having its dock and warehouse at the latter point, and their actual contracts for Texas tonnage are approximately 7,500 tons per month; in addition to tonnage carried under contracts of this character will be the business irrespective of that covered under contracts and agreements with shippers.

The Freeport & Mexican Fuel Oil Co., with a daily production of about 1,400 barrels, with development work in progress enlarging the company's output of oil, is now a ready market for ship transportation between Tampico and Freeport. This company has erected steel tankage at the mouth of the Brazos River, and its operations in the shipment of fuel oil promise to be a very material factor, so far as tonnage is concerned, by ship and rail; and the consumption of fuel oil by the sulphur company at the present time is between six and seven hundred barrels per day. As soon as the additional plant is completed this consumption will be doubled, and as additional plants are erected the consumption of fuel oil by this one industry will in itself augment the tonnage of the port to a large extent. The Tampico oil district is so situated as to allow the oil to flow near the coast that the oil flows by gravity into the tanks of steamers, and being pumped across the Gulf to its storage tanks on the Brazos banks, Freeport receives the oil, pumped direct from the vessels, and thus every expense in handling it is minimized. This will make Freeport not only a splendid market for distribution, but is well adapted for a site for oil refineries and factories to be supplied with fuel at a minimum cost.

Of commanding importance is the fact that 3 miles from Freeport is situated the largest sulphur deposit certainly in the United States, there being only one other place where known deposits existing are utilized. Exhaustive tests have demonstrated that in an area of 110 acres of proven territory 17,000,000 tons of sulphur lie under ground, the largest deposit known in the world. The owners have a line of railway thereto, erected a large plant, which is now in active operation, and already contracts for 20,000 tons of sulphur for delivery, at least 60 per cent of which is steamship tonnage. A second plant is now being arranged for, which will develop about 6,000 horsepower. Following the development of the field, necessary additional units will be erected, and it is the purpose of the owners to develop the field to an output of about 300,000 tons per annum, a tonnage in value from this alone of \$6,000,000 annually.

At this port, attracting commerce from all parts of the State and the trans-Mississippi country, connecting with the Brazos River and the intercoastal canal for freight commerce, and with no charge for docks and wharfage, affording the cheapest and most economical sites for other industries, will not only be in a position to offer superior advantages to those that can be had elsewhere to our agricultural, commercial, and industrial interests, but it will originate, as no other port does on the Gulf coast, a great tonnage of its own, ready to supply at all times return cargoes by land and sea.

Recognizing these advantages, the Missouri, Kansas & Texas Railroad, one of the great railway systems, has recently acquired an interest in and the operation of the Houston & Brazos Valley Railroad, which connects also at Anchor with the Inter-

national & Great Northern and at Angleton with the St. Louis, Brownsville & Mexico and operates over the 3 miles of railroad recently built directly into the sulphur mines. As this great system of railway ramifies through the great agricultural region of Texas, Oklahoma, and Kansas, it will be readily seen how important it will be in the building up of shipments to and from Freeport.

Considerable increase will probably take place in cotton shipments via this port and when proper facilities are provided large quantities of cotton will seek an outlet to the Gulf here, where the Missouri, Kansas & Texas has acquired large and extensive terminals, and the congestion avoided, which frequently results in great loss of damage and delay by reason of the inability of other ports to handle the enormous cotton crop of Texas and Oklahoma when shipments are being rapidly made.

9. The National Government is in good faith committed to this development. When the jetties were taken over from the Brazos syndicate without reimbursement for the large sums expended by it—when the amendment to pay this syndicate \$400,000 was stricken off in the House of Representatives—assurance was given that connection that the Government would take over this work and provide commerce seeking to utilize this port. The necessity now exists, and, hampered it now is by lack of sufficient depth of water, a splendid showing has been made and will not suffer by comparison with that at other ports not properly provided for by the National Government.

Congress has shown by its action in again ordering this survey a substantial recognition and interest in the project; that it is feasible from an engineering standpoint to give the required depth will hardly be denied, and we submit now, in good faith, that a plan should be reported, approved by you and by the board passing thereon that will give the Congress opportunity to provide a depth of water which will justify the large investments already made and being made at Freeport and the commerce desiring to do business there an opportunity to have a free port that will be valuable to the commerce of the country infinitely more than it will cost the Government not only because of the business accommodated at Freeport, but through and by its effect upon competitive points, as it is just as necessary to have competitive ports as it is to have competitive lines of railway, just so long as the maxim "competition is the life of trade" is true, and just so long as selfishness, enlightened or otherwise, continues to be a characteristic of the human kind.

In addition to the resolutions passed by the stockholders of the Seaboard & Texas Steamship Co., we attach also resolutions passed by some of the commercial bodies in the State, indicating an interest in this work. Many more could be had, but we thought these will suffice to indicate that this work is a matter of large and important local interest.

Respectfully submitted.

GEO. C. MORRIS,
Chairman Freeport Commerce League
A. W. DAVIS,
Secretary

Lieut. Col. C. S. RICHE,
Corps of Engineers.

RESOLUTION OF THE DALLAS (TEX.) CHAMBER OF COMMERCE.

Whereas the great increase in Texas tonnage seeking ocean transportation has rendered necessary increased shipping facilities and the development of attractive and economical terminals on the Texas coast; and

Whereas the mouth of the Brazos River has long been recognized as presenting unlimited possibilities for the development of a natural land-locked harbor with comparative expense; and

Whereas the development of an additional competitive port on the Texas coast would be of untold benefit to the commercial interests of Texas and the great South and attractive to ocean tonnage engaged in coastwise and foreign traffic: Therefore be it

Resolved by the freight committee of the Dallas Chamber of Commerce, That we express our hearty approval of the order made at the last session of Congress for a survey of the mouth of the Brazos River with a view of procuring a uniform depth of 25 feet of water from the mouth of the river to Freeport, and that our Senators and Representatives in Congress be urged to lend their earnest and vigorous support toward securing an appropriation sufficient to carry out this most important project.

T. E. JACKSON,
Chairman Freight Committee

as manager of the freight bureau department of the Dallas Chamber of Commerce, hereby certify that the foregoing resolution was duly considered and adopted at a regular meeting of that body, held at Dallas, Tex., September 9, 1913.

EAL.]

G. S. MAXWELL,
Manager Freight Bureau Department.

RESOLUTION OF THE EL PASO (TEX.) CHAMBER OF COMMERCE.

EL PASO CHAMBER OF COMMERCE,
El Paso, Tex., September 8, 1913.

Resolved by the El Paso Chamber of Commerce, That we cordially approve the order survey of the mouth of the Brazos made at the last session of Congress with the view of procuring a depth of 25 feet of water, and we express as the sentiment of this commercial organization, representing the business interests generally of the city of El Paso—

Our confident belief that an appropriation by Congress to secure and maintain a depth of 25 feet of water from the mouth of the river to Freeport will redound not only to the interest of the territory tributary to the Brazos River, but all Texas, and that shipping interests throughout the United States will be greatly benefited by a competitive port on the Gulf coast, which will afford larger and more economical facilities to care for and accommodate outgoing and incoming business by making this locked harbor available.

That we urge upon our Senators and Representatives in Congress earnest support and effort looking to the securing of this important work.

EL PASO CHAMBER OF COMMERCE,
V. R. STILES, *President.*

RESOLUTION OF THE WACO (TEX.) CHAMBER OF COMMERCE.

Resolved by the Waco Chamber of Commerce, That we cordially approve the order for survey of the mouth of the Brazos made at the last session of Congress with the view of procuring a depth of 25 feet of water, and we express as the sentiment of this commercial organization, representing the business interests generally of the city of Waco—

Our confident belief that an appropriation by Congress to secure and maintain a depth of 25 feet of water from the mouth of the river to Freeport will redound not only to the interest of the territory tributary to the Brazos River, but all Texas, and that shipping interests throughout the United States will be greatly benefited by a competitive port on the Gulf coast, which will afford larger and more economical facilities to care for and accommodate outgoing and incoming business by making this locked harbor available.

That we urge upon our Senators and Representatives in Congress earnest support and effort looking to the securing of a sufficient appropriation to insure the success of this important work.

J. J. POWERS, *President.*

Secretary of the Waco Chamber of Commerce, I hereby certify that the foregoing resolution was duly considered and passed at a meeting of that body at Waco, Tex., on the 9th day of September, A. D. 1913.

E. F. DRAKE,
Secretary Waco Chamber of Commerce.

RESOLUTION OF THE PARIS (TEX.) PROGRESSIVE CLUB.

As we are informed that Congress has ordered a survey of the Brazos River for the purpose of procuring a depth of 25 feet of water from Freeport, Tex., to its mouth; and

as competitive ports are not only desirable but necessary to the best interest of the people of our State; and

as the procuring of the described depth will give to the Gulf coast another port and safe harbor, and to the commercial and agricultural interests of the entire State better and more stable shipping facilities: Therefore be it

Resolved, That the Paris Progressive Club cheerfully indorse this enterprise and its speedy accomplishment and that it further call upon our Senators and Representatives at Washington to give all possible aid and encouragement thereto.

This is to certify that the above and foregoing is a true and correct copy of a resolution unanimously adopted by the Paris Progressive Club at a meeting held September 4, 1913, at Paris, Tex.

A. W. NEVILLE, *President*

RESOLUTION OF THE PARIS (TEX.) BOARD OF TRADE.

Whereas it has come to our knowledge that Congress has ordered a survey of the mouth of the Brazos River looking to procuring a depth of 25 feet in its channel from Freeport, Tex., to its mouth; and
Whereas this result, when accomplished, will insure the establishment of a great port on our coast; and

Whereas the entire State and every commercial and agricultural interest therein will be vastly benefited by the creation of this competitive port: Therefore be it

Resolved, That the Paris Board of Trade indorse, encourage, and freely approve the move and express its sincere wish that the work may be done as speedily as possible and be it further

Resolved, That our Senators and Representatives at Washington be urged to render all aid possible to this enterprise, which so richly deserves the support of every section of our State.

This is to certify that the above and foregoing is a true and correct copy of a resolution unanimously adopted by the Paris Board of Trade at a meeting held September 5, 1913, at Paris, Tex.

S. W. WILLIAMS, *President*

RESOLUTION OF THE SEABOARD & GULF STEAMSHIP CO.

At a meeting of the officers, directors, and stockholders of the Seaboard & Gulf Steamship Co., held at Freeport, Tex., on the 30th day of August, 1913, the following were present:

E. S. Hughes, president Ed. S. Hughes Co., Abilene, Tex.

E. G. Warfield, vice president and general manager Seaboard & Gulf Steamship Co.

F. A. Heitmann, vice president F. W. Heitmann Co., wholesale hardware, Houston, Tex.

Felix Jackson, secretary and treasurer Seaboard & Gulf Steamship Co., Freeport, Tex.

A. W. Davis, Freeport Sulphur Co., Freeport, Tex.

C. E. Hinds, traffic manager Butler Bros., Dallas, Tex.

Albert Reed, traffic manager Sanger Bros., Dallas, Tex.

George A. Trumbull, president Huey & Philp Hardware Co., Dallas, Tex.

Lee Farrar, stockman, Angleton, Brazoria County, Tex.

George H. Whyte, president Fort Worth Heavy Hardware Co., Fort Worth, Tex.

Louis Goldman, Goldman Grocery Co., Paris, Tex.

W. B. Connor, president North Texas Dry Goods Co., Paris, Tex.

A. T. Clifton, president Clifton Manufacturing Co., Waco, Tex.

H. W. Weber, traffic manager San Antonio Drug Co., San Antonio, Tex.

C. C. Schumacher, president The Schumacher Co., Houston, La Grange, Victoria, Tex.

Tom Flaxman, president The Flaxman Dry Goods Co., Houston, Tex.

E. J. Hodges, cashier Angleton State Bank, Angleton, Tex.

A. R. Rucks, attorney at law, Angleton, Tex.

J. W. Dittman, treasurer F. W. Heitmann Co., Houston, Tex.

The following stockholders and shippers, being unable to attend the meeting, in written indorsements and assurances of cordial cooperation in the work of the company:

F. T. B. Schermerhorn, president F. T. B. Schermerhorn Co., Fort Worth, Tex.

Albert Mathias & Co., El Paso, Tex.

H. R. Willard, vice president Kinsella Hat Co., Dallas, Tex.

Charles Schreiner, banker, Kerrville, Tex.

H. H. Shear, president The Rotan Grocery Co., Waco, Tex.

Leon Gross, president Washer Bros., Fort Worth, Tex.

Paris Grocery Co., Paris, Tex.

F. H. Hartzog, president Crouch-Hartzog Co., McKinney, Tex.

R. P. Berry, secretary and treasurer Crook-Record Co., Paris, Tex.

The James A. Dick Co., wholesale grocers, El Paso, Tex.

Moore Grocery Co., Tyler, Tex.

. B. Filmer, president Southern Drug Co., Houston, Tex.
 . C. Goeth, manager Walter Tips, hardware and machinery, Austin, Tex.
 . Alkemeyer, Houston, Tex.
 . J. Eilers, president McKean-Eilers Co., Austin, Tex.
 alley Grocery Co., Austin, Tex.
 . J. Hogan, Hogan-Allnoch Dry Goods Co., Houston, Tex.
 ske Bros. Co., San Antonio, Tex.
 John F. Ryan, Martin Casey & Co., Fort Worth, Tex.
 William Monnig, president and treasurer Monnig Dry Goods Co., Fort Worth, Tex.
 . B. Templeton & Son, wholesale dry goods, Navasota, Tex.
 Charles C. McRae, Houston, Tex.
 W. Brosig, Navasota, Tex.
 Kiber, Angleton, Tex.
 J. Castanola, M. Castanola & Son, San Antonio, Tex.
 Heidenheimer, jr., Austin, Tex.
 A. Duerler Manufacturing Co., San Antonio, Tex.
 . S. Mosher, Houston Structural Steel Co., Houston, Tex.
 odges Dry Goods Co., Palestine, Tex.
 Charles L. Sanger, Sanger Bros., Waco, Tex.
 . J. Hamlett, dry goods, Milford, Tex.
 lw. Titcher, president Titcher-Goettinger Co., Dallas, Tex.
 C. Weaver, president Briggs-Weaver Machinery Co., Dallas, Tex.
 Liebman, Texas Paper Co., Dallas, Tex.
 Craddock, L. Craddock & Co., Dallas, Tex.
 G. Davis, Parlin & Orrendorf Co., Dallas, Tex.
 D. Pratt, president and treasurer Pratt Paint & Paper Co., Dallas, Tex.
 nsinger Hardware Co., San Antonio, Tex.
 A. Cortes, treasurer Bering-Cortes Hardware Co., Houston, Tex.
 F. Hellmouth, Bellville, Tex.
 e Goldstein Migel Co., Waco, Tex.
 C. Strippling, Fort Worth, Tex.
 sh Hardware Co., Fort Worth, Tex.
 H. & E. A. Holingrene, San Antonio, Tex.
 George K. McLendon, McLendon Hardware Co., Waco, Tex.
 S. Bettes Hardware Co., Paris, Tex.
 es Shield, James Shield & Son, Leonard, Tex.
 ldert Grocery Co., Tyler, Tex.
 Ennard Mercantile Co., Cleburne, Tex.
 lter B. Connally, secretary Wadel-Dickie Hardware Co., Tyler, Tex.

The question of further improvement of the harbor at the mouth of the Brazos was
 considered, whereupon Mr. G. A. Trumbull offered the following resolution, which
 seconded by Mr. Heitmann, and after full discussion was unanimously carried:

Resolves the feasibility and desirability of a deeper port at the mouth of the Brazos
 has long been recognized by the agricultural, commercial, industrial, and shipping
 interests of Texas, and the work of its development has been greatly prevented and
 retarded by lack of funds and work to procure a permanent depth to enable seagoing
 vessels of sufficient draft to accommodate the commerce which can properly be
 handled by this port; and

Resolves commerce can only be established and developed by proper provisions for
 accommodations, and is necessarily in a measure prospective so long as they
 are unprovided; and

Resolves the discovery of sulphur and the development of an enormous tonnage by the
 Report Sulphur Co., in addition to other large interests which are and will be estab-
 lished here, as well as a large and productive area tributary to this port and the great
 river which finds its outlet at this point, promises adequate and permanent return
 to ships seeking this port and creates an imperative necessity for an adequate
 depth of water at the mouth of the Brazos; and

Resolves the Seaboard & Gulf Steamship Co., whose stockholders represent commercial
 interests and businesses in many parts of Texas, was organized to give relief and
 procure lower rates and proper accommodations for the Texas shippers by securing
 and maintaining a competitive port; and

Resolves the company has, in spite of great and at times unfair competition from the
 railway and shipping interests, succeeded in maintaining its business for three years,
 and has been justified with the results shown in putting on additional service to
 accommodate its growing business; and

Whereas it is reasonably believed that the work of this company has saved since inauguration not less than \$1,000,000 annually, based on figures made by Texas shippers by reducing and holding down rates, and it is believed that even better results will be had with the additional service now provided, and that further improvements by the National Government are necessary if such results are to be obtained, and that this company has been hampered and inconvenienced in operation by lack of a proper channel depth, and other shipping interests prevented thereby from using the port; and

Whereas we are advised that the Congress has ordered a survey of the river from the mouth of the Brazos to Freeport, with a view of procuring a uniform depth of 25 feet which will give a depth of water and opportunity to accommodate industries and terminal facilities desiring to make use thereof, and thereby largely benefit the commerce of Texas; and

Whereas this company has received scores of applications not only in Texas but from the eastern seaboard looking to the accommodation in storage of merchandise, much of which is prohibited owing to excessive storage rates elsewhere on the Texas coast and which can be much more cheaply provided than is now being done if the larger and less expensive terminals and facilities at Freeport are utilized when a proper depth of water is provided; Therefore, be it

Resolved, That we cordially indorse and approve the proposition, and urge upon Government engineers and Congress the adoption of the project and its speedy completion, and pledge our support and cooperation in fully justifying the expenditure by the National Government of an amount sufficient to carry out this worthy and much needed improvement.

I hereby certify that the foregoing is a true and correct copy of the resolutions passed at a meeting of the Seaboard & Gulf Steamship Co. at the time and place here stated.

[SEAL.]

FELIX JACKSON,
Secretary, Seaboard & Gulf Steamship Co.

LETTER OF MESSRS. S. M. SWENSON & SONS.

NEW YORK, *September 9, 1911*

DEAR SIR: In view of the fact that you will doubtless at an early date prepare a report, authorized at the last session of Congress, upon the survey of the mouth of the Brazos River to Freeport, Tex., with a view of obtaining a channel depth of 25 feet and in view of the fact that we represent interests which are deeply concerned in the development of the harbor, we feel that it is entirely proper to make the following suggestions for such action as you may deem consistent:

First. In our judgment, the mouth of the Brazos River, if adequately provided by the National Government, will furnish a harbor and facilities to commerce, promoting thereby a transportation development for Texas and the vast country tributary and dependent upon the Texas ports, and is in every way worthy the expenditure of the Government of an amount necessary to provide and maintain a depth of 25 feet.

Second. The objections heretofore urged to this improvement—namely, the lack of sufficient commerce to justify the Government undertaking the work—might be met by the patent impossibility of moving tonnage where a depth of water was provided which was necessary to such commerce. However, the past history of the port becomes unimportant, owing to the transition and development which has taken place about within the past two years, involving a situation which has passed the experimental or prospective stage owing to present tonnage, in lieu of mere possibilities prior to that time.

During the period referred to the Missouri, Kansas & Texas Railroad has entered the port, and is now operating a line connecting the harbor with its northern markets (aggregating about 3,800 miles), reaching not only all of the important cities and towns of Texas, but territory as far north as St. Louis and Hannibal, Mo.

The sulphur field is in active operation, and developments are in progress to increase its output as rapidly as machinery can be installed to approximately 300,000 tons per annum.

The Seaboard & Gulf Steamship Co. has within the past 30 days augmented its service by the purchase of an additional steel ship. The line is operating direct between New York and Freeport, having its own dock and warehouse at the latter point.

The Freeport & Mexican Fuel Oil Co., with a present daily production of about 1,400 barrels, is now in the market for ship transportation between Tampico

report, and has erected steel tankage at the mouth of the Brazos River, which will be the base of operations for this company for its ingoing cargoes and distribution to interior points by rail. The present tonnage of fuel oil is large and constantly increasing, exclusive of the business of the Freeport & Mexican Fuel Oil

The past few months show a shipment of oil through this port of approximately 1000 barrels per month, in spite of the present inadequate depth of water. Other large oil companies have been forced to abandon deliveries of oil at the mouth of the Brazos owing to these inadequate facilities for the accommodation of tank ships of the full draft.

Other industries of large proportions, so far as tonnage is concerned, are concentrated at the mouth of the Brazos, the one obstacle standing in the way of immediate action being the depth of water and the lack of absolute assurance that sufficient depth will be promptly obtained.

Commerce has rapidly increased at the mouth of the river, even in the face of the obstacles attending the handling of tonnage through a shallow channel and the exclusion of coastwise ships which would enter the port with a depth of 23 to 25 feet of water. There are very few ships available with draft light enough to make use of the present channel, and the tonnage of the port has been and is being held back in consequence.

Third. When the Government took over the jetties without compensation to the owners it was fully understood in Congress, so we are informed, that the Government would carry on this improvement and develop the port. We know of nothing which has taken place to justify a change regarding this intention; on the contrary, the situation is more favorable and the need of the improvement more imperative than any time in the history of the port.

Fourth. In taking over the jetties constructed by private capital there was an implied contract on the part of the Government to finish the work.

Up to a recent period there was no actual need for the development referred to, and the wisdom of the Government resting on its oars is as apparent as is the justification and fairness in responding to the present needs of the harbor.

The incorporation of the provision in the last river and harbor bill for a survey of the port is evidence of the recognition by that body of the need for a substantial improvement, adequate for the demands of commerce using the port, and for those desirous of making use of its facilities as soon as sufficient water is obtained.

To obtain a depth of 30 feet we presume that it would be necessary to extend the jetties, or one of them at least; and while we are not advised regarding the approximate cost of such an undertaking, it is evident that it would require a very large appropriation, and we feel that it is fair to say that for some time to come this greater depth (30 feet) may not be required, and that an appropriation sufficient for that depth should not be requested of Congress.

We hence request that your report and estimate authorized by Congress be made extending to the greatest depth possible which can be obtained with the present existing length of jetty work, contemplating such repairs on one or both of the jetties as in your judgment necessary. We believe this item is a small one measured by cost for repairing the broken places. Thus providing the greatest depth obtainable with the present length of jetties, the Government would at once turn an unfinished project into an asset of tremendous value to the entire commerce of Texas and its territory and to coastwise shipping.

Until your survey, estimates, and report are complete we have only an approximate idea of the cost of the work necessary to secure the greatest depth of water as above referred to; but our information is that the chief cost will be in providing suitable facilities to accomplish the work, and that the total cost will be a modest sum, and that the value of the deepest channel possible will be overwhelmingly more than the amount required to produce it.

We believe that in making the best use of the present jetties Congress would be giving relief to the present situation, which would be reasonably adequate until the commerce of the port grows to justify the greater undertaking. It may be that a depth of 25 feet can be obtained without extending the present jetties, involving practically dredging work only. If in your opinion 25 feet is not a possibility without extending the jetties, we desire to request that your estimates be based on the greatest depth possible with their present length.

Commending these suggestions to your consideration, and believing that the position which we take is a modest one, considering only actualities, we are,

Yours, very truly,

S. M. SWENSON.

Lut. Col. C. S. RICHÉ,
Corps of Engineers.

RESOLUTION OF THE FORT WORTH (TEX.) CHAMBER OF COMMERCE.

Resolved by the Fort Worth Chamber of Commerce, That we cordially indorse the order for the survey of the mouth of the Brazos made by the last session of Congress with a view to procuring a depth of 25 feet of water, and we express as the sentiment of the organization, representing the business interests and general welfare of the City of Fort Worth—

First. Our confident belief that the appropriation by Congress to secure and maintain a depth of 25 feet of water from the mouth of the river to Freeport will redound not only to the interests of the territory tributary to the Brazos River but of Texas and that the shipping interests throughout the United States will be greatly benefited by the competitive port on the Gulf coast, which will afford larger and more economical facilities to care for and accommodate outgoing and incoming business making this landlocked harbor available.

Second. That we urge upon our Senators and Representatives in Congress earnest support and effort looking to securing a sufficient appropriation to insure the success of this important work.

C. O. McCORMACK, *Secretary*

SURVEY OF BRAZOS RIVER, MOUTH TO FREEPORT, TEX.

UNITED STATES ENGINEER OFFICE,
Galveston, Tex., July 23, 1914.

From: The District Engineer Officer.

To: The Chief of Engineers, United States Army.

(Through the Division Engineer).

Subject: Survey of mouth of Brazos River up to Freeport, Tex.

1. In compliance with instructions from the office, Chief of Engineers, dated February 2, 1914, the following report is submitted survey of mouth of Brazos River up to Freeport, Tex., with a view to securing a depth of 25 feet.

2. The fieldwork of the survey was done between March 15 and April 3, 1914, by Mr. E. B. Sandelands, inspector, whose report is herewith.

3. The distance from Freeport to the outer end of the jetties, following the center line of the river, is 28,800 feet, of which 5,000 feet is the channel between the jetties. The average width of the river is 480 feet and between the jetties 550 feet. The 25-foot depth in the Gulf on a continuation of the line of jetty channel is 6,000 feet beyond the outer ends of jetties. A shoal, which is shown on the map, always existed to the southward of the southwest jetty, and the natural channel bends to the northward after leaving the outer end of the jetties. The ruling depths found on the survey were as follows: From entrance in the Gulf up to the steamship wharf, 21 feet (the shallowest as far as the channel has ever been dredged); from steamship wharf to Freeport, about 10 feet.

4. A public hearing was held by the division engineer, Col. Lansing H. Beach, on June 23, 1914, at Freeport, Tex., and all interested parties to the proposed improvement of the river were given an opportunity to present facts and arguments. The report of this hearing is herewith and attention is invited to it and to the commercial statistics which were presented and incorporated in it. Attention is also invited to the following separate communications:

- (1) Resolutions of the citizens of Matagorda County, Tex.¹
- (2) Resolutions of Chamber of Commerce, Longview, Tex.¹
- (3) Resolutions of Young Men's Booster Club, Abilene, Tex.¹

¹ Not printed.

- (4) Resolutions of Chamber of Commerce, Wichita Falls, Tex.¹
- (5) Resolutions of Chamber of Commerce, Victoria, Tex.¹
- (6) Letter of Mr. Al. W. Davis, inclosing statistics of freight handled by Seaboard & Gulf Steamship Co. through Freeport and through other Texas ports when unable to get to Freeport.¹

5. In view of the showing made during the progress of the public hearing, and in further view of the large sulphur tonnage that is originating in close vicinity to the mouth of the river, and in view of the fact that Congress had shown its desire to keep this port open by its appropriation of March 4, 1913, for the new seagoing dredge *Armstrong*, I believe that effort should be made really to obtain water depth sufficient for the use of economical ocean carriers. The existing project depth of 18 feet never has really been maintained for any great length of time, owing to floods in the river and shoaling caused thereby. This depth, in my opinion, can not be maintained by the use of a seagoing suction dredge alone but will require a pipe-line spud dredge in addition to work in the river channel and the upper part of the jetty channel, where a seagoing dredge can never be worked to advantage. Also, if such a dredge is procured and put to work to supplement the outside work of the seagoing dredge, then I am of opinion that a better channel than 18 feet can be secured. A better channel than 18 feet is needed if economical ocean carriers are to be accommodated; in fact, these latter will require a minimum of 21 feet, and preferably as close to 25 feet as can be obtained.

6. To extend the jetties would be so costly that it would seem out of the question with the present and immediately prospective commercial development, but I am of the opinion that the new seagoing dredge, already authorized by Congress and which will be available by the end of 1914, will, in connection with a new spud dredge, with pipe line for discharge on the bank, be able to maintain a depth from 22 to 25 feet in the entrance and up as far as the present steamship wharf. I would not recommend dredging in the river much above the present wharf until such time as additional wharves may be provided, except at such times as the removal of a shoal a short distance above might be desirable in preference to waiting for the shoal to work down into the channel. The spud dredge that it would be desirable to have for this work would be essentially a duplicate of the 20-inch dredges now under contract for the Houston Ship Channel—the *Sam Houston* and the *San Jacinto*—there being an advantage in the matter of having the dredge of the same size as others in the district, allowing interchangeability of pontoons, pipe, etc. Such a dredge with its outfit would cost about \$200,000, and when procured should be placed at work in maintaining the Brazos River Channel. To the estimate now submitted is also added enough funds to keep this dredge and the seagoing dredge already contracted for at work for approximately two years' time. If during that time the commerce at the mouth of the Brazos fails to come up to expectations and to what is so confidently predicted by those interested in the project, then further work of these dredges at that point can be discontinued and the dredges transferred elsewhere. There is and always will be ample need for dredges of this character

¹ Not printed.

on maintenance work at other parts of the district, so the only real cost of this effort to give satisfactory depth of water at the mouth of the Brazos for a period of approximately two years would be the cost of operation of these dredges, coupled with such minor repairs to the jetties as may prove necessary.

ESTIMATE.

7. The estimate for the proposed improvement is as follows:

One 20-inch hydraulic pipe-line dredge, complete, with pontoon pipe line and all necessary equipment.....	\$200,000
Operating the above dredge for a year and a half, including ordinary repairs (this dredge can not be available as soon as the <i>Comstock</i>).....	150,000
Operating new seagoing dredge <i>Comstock</i> during two years, including ordinary repairs \$120,000 (her time being divided between Aransas Pass and mouth of Brazos), amount chargeable to mouth of Brazos.....	60,000
Minor repairs to jetties.....	50,000
Engineering and contingencies.....	40,000
Total.....	500,000
Annual maintenance thereafter.....	150,000

WATER POWER, TERMINAL FACILITIES, ETC.

8. There is no question of water power, flood control, or other subjects so related to the project proposed that they may be coordinated therewith to lessen the cost and compensate the Government for expenditure made in the interests of navigation. The present terminal facilities consist of the wharf and warehouse of the Houston & Brazos Valley Railroad, situated a short distance above the light house at the mouth of the river. This wharf is about 450 feet long and the warehouse has about 32,000 square feet of storage area. The ships of the Seaboard & Gulf Steamship Co. land at this wharf and receive and discharge freight, the steamer berth being on one side and the railroad tracks on the other. This wharf is open to all carriers on equal terms to the limit of its capacity. The owners of the town site of Freeport have declared their intention of giving absolutely free terminal facilities at this point when the improvement of the harbor is carried to such a point as to justify the construction of these facilities. At the present time they have only constructed a small wharf for launches.

CONCLUSION.

I believe the commerce already going through the mouth of the Brazos, the sulphur tonnage already originating there, and showing with regard to the economies that would be produced in having this port with which to compete with adjacent ports amply justify the recommended method of procedure. I therefore recommend that the mouth of the Brazos up to Freeport be considered worthy of improvement for 25 feet depth, or as near to that depth as can be maintained with the plant recommended, but that operation for the present be confined to obtaining this depth up to the present steamship wharf, and that the depth be extended farther up stream and if necessary to Freeport, when additional terminal facilities be

en provided, and not before. I also recommend that the sum of 00,000 be provided in the initial appropriation, and the sum of 00,000 (being the balance of estimated amount) be authorized for the next year.

INCLOSURES.

There are inclosed herewith report of public hearing held at Freeport, copies¹ of resolutions and letters enumerated in paragraph 4, report¹ of Inspector E. B. Sandelands, and map of the survey in the sheet.

C. S. RICHÉ,
Lieut. Col., Corps of Engineers.

[First indorsement.]

OFFICE OF DIVISION ENGINEER, GULF DIVISION,
Baltimore, Md., September 21, 1914.

the CHIEF OF ENGINEERS:

. Forwarded.

. The present project for the mouth of the Brazos River is to create a navigable channel from the Gulf of Mexico through the bar to the river. Work is proceeding as appropriations may be made from time to time, upon the plan recommended by the district officer approved by the Chief of Engineers, for a channel 18 feet deep and 150 feet wide, to be obtained by the maintenance of two jetties already built and by dredging. No plan for the work or estimate of cost has ever been adopted by Congress. A total of somewhat more than \$720,000 has been appropriated by Congress for this work, and has been expended.

. The work is impossible of completion at any date on account of the silt brought down by the Brazos River in times of flood. The channel may exist unimpaired for several consecutive months, and then its depth be diminished several feet in the course of a few days by one of the sudden rises to which the Brazos River is subjected. These rises and the consequent shoaling of the channel may occur at any time of the year, the Brazos being peculiar in having no regular floods for high and low water stages. Owing to these sudden changes in the channel it may be stated that the present project depth of 18 feet has never been maintained by the Government, for although it has been secured for short periods it has never been maintained for a length of time that shipping interests could confidently rely upon an 18-foot depth or make definite arrangements.

. The only practicable way of maintaining a channel of greater depth than about 14 feet through the bar, without enormous expense, is to have a dredge available for immediate service at the mouth of the river whenever sudden shoaling occurs. Congress has recognized this fact, and has provided for a seagoing dredge for this locality, to be used at the mouth of the Brazos and at Aransas Pass jointly. This dredge, now under construction, will be able to work economically only on the bar and for a comparatively short distance inside the ends of the jetties, as it has to deposit its material in deep water in the Gulf, and dredging at a distance from the mouth, as well as the

¹ Not printed.

difficulty of turning in the narrow channel, will make any work performed by it much more costly than that which could be performed by a modern type of fixed-position hydraulic dredge capable of depositing the material upon the low banks of this portion of the river.

5. It would be only a partial maintenance of the project and would be of no practical benefit to navigation to secure a depth of 18 feet over only that portion maintained by the seagoing dredge, leaving the section of the river between the upper end of this dredge work and the wharves subject to constant silting, as explained above. For this reason it will be necessary to have a hydraulic dredge of fixed-position type constantly available if the present project is to be really maintained.

6. Under even the present unfavorable conditions a steamship line has been established and operates regularly to the port, although it finds at times that owing to the sudden shoaling of the channel a vessel is unable to enter the river with the draft which was not too great when it sailed from New York, the shoaling having occurred between the time of departure and arrival. When this occurs a vessel is forced either to lighten its cargo or to proceed to some other port, generally Galveston or Texas City, and unload a portion of its cargo there, to be shipped by rail to consignees, at considerable loss to the vessel owners.

7. In order to obtain as much information on the subject as possible, a public hearing was held at Freeport. The number and standing of the parties in attendance at this hearing was surprising, prominent business men being present from important towns of the central and eastern parts of the State of Texas, such as Houston, Dallas, Brazoria, Greenville, Cuero, Wellington, Bonham, Anglet, Trinity, Austin, and San Antonio. They were men who could hardly be brought together by any manufactured sentiment or gathered by the request of a commercial organization. They evidently represented a general feeling throughout a large portion of the State that the work is of the greatest importance and desirability. The statements made by them at the hearing showed that they believed securing of a deeper channel than at present exists at the mouth of the Brazos, so that vessels of a slightly greater draft could be brought into the mouth of the river, would result in great benefit to the people of a large portion of the State.

8. The division engineer was originally inclined to the opinion that as Texas had a seaport at Port Arthur, another at Galveston and Texas City, together with the Houston Ship Channel leading to Houston, there was no necessity for a deeper water port within more than 60 miles to the westward. It may be remarked here, parenthetically, that those portions of the statements presented at the hearing to the effect that the improvement at the mouth of the Brazos is necessary on account of the wharfage facilities being nearly monopolized at Galveston and Texas City that the beneficial effect to the people in the interior is largely nullified form a strong argument in favor of the United States insisting, before undertaking expensive works of river or harbor improvement, that proper terminals be provided and so safeguarded that the resulting benefit of its expenditures shall not accrue to a few fortunate individuals but shall be distributed among the people. This would have operated to cause an unfavorable recommendation had the ques-

en one of creating a new harbor, for it is believed that the United States should not be called on to provide new harbors simply because the terminals were monopolized or controlled at those already established. This, however, is not a new harbor, and other reasons concur in the present case. The United States has spent practically three-quarters of a million dollars in endeavoring to maintain a harbor at this point, and has never, so far, done what it has started to do. It should either maintain the harbor in the manner contemplated, or cease making expenditures for inadequate results. Congress has evidently intended to maintain this harbor, as is evidenced by the fact that it has made an appropriation of \$200,000 for a seagoing dredge to operate at the mouth of the river. This will be insufficient without another dredge which can operate upon instant call in the stream itself, as has been explained above.

While it has been difficult to maintain with certainty a greater depth than about 14 feet under the condition which has prevailed hitherto, which is that any shoaling which may occur must wait for removal until a contract may be made or a dredge be borrowed from some other locality, it is believed that the assignment of a dredge specially to this work will permit the maintenance of a channel not only 18 feet, but also of one of a somewhat greater depth at probably no greater cost than that necessary to secure the 18 feet. The dredge will have to be kept in commission with proper crew, available for service on short notice. Practically the only difference between such a dredge's securing a channel of 18 feet and one of a few feet greater depth will be the difference in the cost of fuel for a larger number of hours of operation, overhead charges remaining the same.

The fact that Congress has in every way indicated its intention of maintaining this harbor, the fact of the development of the immense sulphur field almost immediately at this site furnishing an important commerce of itself, and the fact that the measures necessary to maintain the present project depth of 18 feet can probably be effected without appreciable difference in cost to the securing of a somewhat greater depth lead me to recommend that the Brazos is worthy of improvement to a greater depth than 18 feet. It is difficult in view of the present information, to state what will be the most advantageous depth to endeavor to maintain. In a stream like the Brazos, and with the rapid silting which occurs, a depth beyond that which can be readily maintained by a single dredge working in the stream will be both unduly expensive and unreliable. It is believed, however, that it is better for shipping interests to have a reliable depth of, say, 22 feet at all times than an uncertain depth of 25 feet, for a depth of 22 feet is certain a vessel can always load accordingly and not be subject to delay of lightering or change of routing, whereas it should load to 25 feet and find upon arrival that it could not enter the port, greater delay and inconvenience, as well as additional expense, is incurred by the necessity of lightering or of proceeding to some other port to discharge a portion of the cargo. As it is necessary to place an additional dredge in the stream to obtain the present project depth, it is recommended that the project depth be provisionally increased to 22 feet and that the dredge be required to maintain this depth, which it is believed that it can do, and that it be authorized to secure such additional depth not exceeding 25 feet as it may be able to maintain without marked additional cost.

11. It is further recommended that the upper limit of the project be the present wharf in Brazos River, leaving the question of extension to the town of Freeport to be determined by the experience gained.

LANSING H. BEACH,
Colonel, Corps of Engineers,
Division Engineer

[For report of the Board of Engineers for Rivers and Harbors survey see page 3.]

REPORT OF HEARING HELD JUNE 23, 1914, IN THE TARPON INN, FREEPORT, TEX., FOR THE PURPOSE OF CONSIDERING THE FURTHER IMPROVEMENT OF THE MOUTH OF THE BRAZOS RIVER UP TO FREEPORT, TEX., WITH A VIEW TO PROVIDING A DEPTH OF 25 FEET.

Names of those present at Freeport hearing, June 23, 1914:

Mr. H. T. Staiti, oil producer, Houston, Tex.
Mr. R. N. Culberson, lawyer, Houston, Tex.
Mr. E. H. Coombs, assistant general freight agent, Missouri, Kansas & Texas Railway, Houston, Tex.
Mr. A. T. Clifton, president Clifton Manufacturing Co., Waco, Tex.
Mr. E. P. Swenson, president Freeport Sulphur Co., New York, N. Y.
Mr. C. A. Jones, manager Freeport Sulphur Co., Freeport, Tex.
Mr. W. T. Eldridge, president Sugarland Refining Co., Sugarland, Tex.
Mr. G. A. Trumbull, president Huey & Philp Hardware Co., Dallas, Tex.
Mr. H. H. Shear, president Rotan Grocery Co., Waco, Tex.
Mr. Ed. F. Hughes, president Seaboard & Gulf Steamship Co., Abilene, Tex.
Mr. E. G. Warfield, vice president and general manager Seaboard & Gulf Steamship Co., New York, N. Y.
Mr. Ben B. Cain, president Business Men's Association, Dallas, Tex.
Mr. E. P. Wilmot, president Austin National Bank, Austin, Tex.
Mr. F. A. Heitmann, president F. W. Heitmann Hardware Co., Houston, Tex.
Mr. E. A. Peden, president Peden Iron & Steel Co., Houston, Tex.
Mr. A. L. Reed, traffic manager, Sanger Bros., Dallas, Tex.
Mr. Felix Jackson, secretary Seaboard & Gulf Steamship Co., Freeport, Tex.
Mr. J. H. Hill, vice president and general manager Galveston, Houston & Houston Railway, Galveston, Tex.
Mr. A. P. Foute, vice president of the Boren-Stewart Co., Dallas, Tex.
Mr. W. A. Webb, general manager Missouri, Kansas & Texas Railway, Dallas, Tex.
Mr. J. T. Gibbons, vice president and general manager, Houston Packing Co., Houston, Tex.
Mr. O. F. Davis, secretary Parlin & Orendorff Implement Co., Dallas, Tex.
Mr. J. W. Munson, county judge Brazoria County, Angleton, Tex.
Mr. A. E. Masterson, attorney, Brazoria County, Angleton, Tex.
Mr. J. A. Arnold, secretary Texas Business Men's Association, Fort Worth, Tex.
Mr. J. C. Allen, State manager Florida Citrus Exchange, Dallas, Tex.
Judge W. T. Andrews, Stamford, Tex.
Mr. George Hamman, Houston, Tex. (vice president Union National Bank)
Mr. P. G. Burns, Houston, Tex.
Mr. J. G. Smith, merchant, Brazoria, Tex.
Mr. J. W. Wilkinson, Houston, Tex.
Mr. William Bacon, general manager Bankers Life Insurance Co., Greenville, Tex.
Mr. J. C. Saunders, cotton manufacturing, Bonham and Cuero, Tex.
Mr. John G. Palm, cashier State National Bank, Austin, Tex.
Mr. J. M. West, lumberman, Houston, Tex.
Mr. R. T. Dennis, president M. T. Dennis Co., Waco, Tex.
Mr. G. L. Thacker, traffic manager Wm. D. Cleveland & Son, Houston, Tex.
Mr. H. D. Creath, banker, Wellington, Tex.
Mr. J. A. Moss, cotton manufacturer, Bonham, Tex.
Mr. S. E. Paul, general agent Seaboard & Gulf Steamship Co., Dallas and Freeport, Tex.
Mr. W. A. Cortes, Bering & Cortes Hardware Co., Houston, Tex.
Mr. C. H. Milby, retired capitalist, Houston, Tex.

- r. C. A. Thanheiser, engineer M. & W., Missouri, Kansas & Texas Railway, Las. Tex.
- r. M. L. Buckner, secretary Union Terminal Co., Dallas, Tex.
- r. G. B. Taliaferro, lawyer, San Antonio, Tex.
- r. A. E. Barnes, director Beaumont & Great Northern Railroad, Trinity, Tex.
- r. A. W. Davis, industrial commissioner Houston & Brazos Valley Railway, Freeport, Tex.
- r. L. J. Wilson, attorney, Angleton, Tex.
- r. J. C. Tolman, Tolman Engineering Co., Houston, Tex.
- r. W. H. Brigance, planter, Brazoria, Tex.
- r. G. C. Morris, cashier Freeport National Bank, Freeport, Tex.
- r. T. G. Banks, superintendent Houston & Brazos Valley Railway, Freeport, Tex.
- r. J. P. Bryan, cattleman-capitalist, Freeport, Tex.
- r. Joel Bryan, stockman-farmer, Freeport, Tex.
- r. R. E. L. Stringfellow, capitalist, Freeport, Tex.
- r. T. T. Word, merchant, Freeport, Tex.
- r. D. A. Barr, lumberman, Freeport, Tex.
- r. A. Webber, field manager Freeport Sulphur Co., Freeport, Tex.
- r. G. E. Jenks, chemist, Freeport Sulphur Co., Freeport, Tex.
- r. W. A. Nelson, merchant, Freeport, Tex.
- r. R. J. Dillon, auditor Houston & Brazos Valley Railway, Freeport, Tex.
- r. C. P. Kendall, publisher Freeport Facts, Freeport, Tex.
- r. J. B. Brockenbrough, merchant, Freeport, Tex.
- r. H. C. Dorton, postmaster, Freeport, Tex.
- r. J. S. Elkins, merchant, Freeport, Tex.
- r. W. D. Graham, real estate broker, Velasco, Tex.
- r. P. F. Combs, real estate broker, Velasco, Tex.
- r. E. P. Hoeffle, attorney at law, Velasco, Tex.
- r. S. H. Hudgins, banker, Velasco, Tex.
- r. Henry Wolken, manager Velasco Fish & Oyster Co., Velasco, Tex.
- r. M. D. L. Jordan, physician, Velasco, Tex.
- r. D. T. Austin, contractor, Velasco, Tex.
- r. B. H. Carlton, quarantine officer, Velasco, Tex.
- r. J. J. Grooms.
- r. J. C. Saunders.
- r. A. C. Davis.
- r. J. A. Williams.

Lansing H. Beach, United States Corps of Engineers, in charge; Lieut. Col. C. S. Riché, assisting.]

A hearing held in the Tarpon Inn, Freeport, Tex., on the 23d day of June, A. D. for the purpose of considering the further improvement of the mouth of the Brazos River up to Freeport, Tex., with a view to providing a depth of 25 feet, the following proceedings were had:

Hearing called to order at 3 p. m.

LANSING H. BEACH. The object of this hearing is to obtain as much information possible concerning the necessity or advisability of the improvement of the Brazos River so as to provide a 25-foot channel from the Gulf to Freeport. Congress directed a preliminary examination, and under the conditions to be followed in the case, as prescribed by Congress, a preliminary examination has been made. What has been done, and after consideration by the authorities in Washington the chief officer, Col. Riché, was directed to make an estimate and report which would show the cost and practicability of the improvement. He is ready as far as the report is concerned, and in order to obtain as much information as possible in regard to the matter the hearing has been called. Now, there is no necessity for repeating the same argument if it has once been advanced. There is no objection to business being transacting and stating that they concur in an argument or statement which has been made previously. It would have weight, and it is not necessary to go over the details of argument in detail. It may be necessary, in order to bring out all the points, for me to ask questions.

We must remember that the report of this hearing, together with Col. Riché's report, is submitted to the Board of Engineers for Rivers and Harbors, in Washington, and will be transmitted to the Chief of Engineers and to the Secretary of War. In regard upon the matter they desire as full information as can be obtained. If there are questions which are not—that is, questions with regard to the advisability of the improvement—which are not being covered in the statements made, I shall content myself to the advantage of the improvement and for the proper consideration of the

question to bring out information on those points. I mention that for the reason that it is possible, if unfavorable features are not considered, my questions on those points might possibly be misconstrued as an unfavorable attitude. I don't want you to feel that for a moment. I am very glad to assist in so far as the instructions imposed upon an officer in my position leave me. I can not allow my sentiments and desire to assist my friends lead me to make recommendations which are contrary to the rules that Congress has laid down to cover such cases. It would take but one or two rainbow reports to undo all the confidence which we have succeeded in obtaining for several years, so that we have to adhere to the rules that Congress has laid down, and it may be that in passing on certain questions those points are brought out as sufficiently as they should, under those circumstances I shall consider it my privilege and duty and for the benefit of both Congress and the improvement to ask questions which might throw light on the matter.

We will probably make better progress if some one will call up the different speakers. Mr. E. P. SWENSON. Gentlemen, I would suggest that Mr. Jones would be called on to make a presentation of this matter first, and subsequently to have him suggest the other speakers, if you have no objection.

Mr. C. A. JONES (manager Freeport Sulphur Co., Freeport, Tex.). The Freeport Commerce League have prepared some facts and figures which we think will be helpful to Cols. Beach and Riché. This is a printed statement, and that document is prepared for the purpose of filing with the commission, and it will be filed with your permission.

(The document submitted by Mr. Jones, is as follows. Mr. Jones also submitted resolutions, copies of which follow the printed document.)

STATEMENT SUBMITTED TO COL. LANSING H. BEACH, DIVISION ENGINEER, CORP. OF ENGINEERS, WAR DEPARTMENT, BALTIMORE, MD., AT HEARING HELD AT FREEPORT, TEX., JUNE 23, 1914. RESPECTING DEEP WATER AT THE PORT OF FREEPORT, TEX.

[By the Freeport Commerce League, Freeport, Tex.]

COMMERCIAL TONNAGE.

Showing the actual use which is being made of this port, the records of the Seal & Gulf Steamship Co. show that from the year Freeport development began, 1912, to the present it has handled from its docks 28,773 tons of merchandise consigned to various shippers, chiefly of Texas and Oklahoma. The commodities cover the following: Ammunition, binder's twine, canned goods, drugs, hardware and implements, pipe and castings, machinery and boilers, paper of all kinds, soda and products, etc., sulphur, bagging, books, dry goods, fireworks, iron articles, linoleum, miscellaneous, paints and oils, sheet iron, and cement.

During the same period—nearly all, however, within the past year, with an enormous increase certain for the early future—the fuel-oil tonnage entering this port has been 24,360 tons.

During the same period, by reason of bar troubles which prevented access to the Freeport Channel, this steamship line was compelled to discharge at other ports cargoes destined for this port to an extent of 34,002 tons, so that had even the established depth been maintained for this port, its total tonnage for this period would have been 87,135 tons, valued at \$13,126,949.

The necessity for diversion of these cargoes has worked great hardship and expense on both the steamship company and its patrons. The steamship company with its own warehouse and dock facilities has been compelled to pay wharfage and handling charges at other ports and handle its freight expensively. The freight is forwarded to consignees from different points and over different routes from those desired, and additional freight burdens have been created and borne.

The items of freight making up the diverted tonnage is as follows:

	Tons.	
Ammunition.....	580	Linoleum.....
Bagging.....	2, 109	Machinery and boilers.....
Binder's twine.....	25	Miscellaneous.....
Books.....	20	Paper, all kinds.....
Canned goods.....	12, 390	Paints and oils.....
Dry goods.....	1, 384	Soda and products.....
Drugs.....	287	Sheet iron.....
Fireworks.....	246	Wire, etc.....
Hardware and implements.....	1, 370	Cement.....
Iron articles.....	1, 898	
Iron pipe and castings.....	2, 222	Total.....

These diversions have operated to the disadvantage of this port, discouraging ship-
from continuing patronage to a line which could not make its deliveries as sched-
There are several specific instances of this character, and the retarding influ-
under the condition has been felt.

Tonnage handled at this port by the Seaboard & Gulf Steamship Co. 1912	Tons.
date.....	28, 773
orted by Seaboard & Gulf Steamship Co. from this port account of in-	
ility to enter, covering same period.....	34, 002
Tonnage handled at this port by other boats, same period.....	24, 360
Total.....	87, 135

e value of \$13,126,949.

e believe that the showing made in the face of the difficulties of maintaining reli-
ccess to this port, which could be easily kept open with dredge available, proves
usively the need and urgent demand for the further improvement, and that it is
dantly justified by the facts. In spite of the difficulties named, in 1913 the
tion of cargoes actually handled at Freeport was \$3,218,100, while that of Aransas
on which so much money has been spent, was for the year only \$702,945 (Texas
nac). In 1913 the appropriation for Aransas Pass project was \$600,000, twice as
in this one appropriation as the actual expenditure necessary to complete the
port project. The total appropriation for Aransas Pass is over four times the total
e mouth of the Brazos. In view of the relative business done, it is instructive to
the appropriations year by year for the projects. We do not question the wisdom
ngress in providing so liberally for Aransas Pass, but ask for recognition of our
needs, in view of the showing made, both projects having their inception at prac-
the same date. In May, 1913, the navigable depth at Aransas Pass was 20.6

Abstract of appropriations.

	Aransas Pass.	Mouth of Brazos.
1879.....	\$35,000	.....
, 1880.....	65,000	\$40,000
1881.....	80,000	40,000
1882.....	100,000	50,000
1884.....	100,000	10,000
1886.....	101,250	18,750
, 1888.....	100,000	.....
1899.....	60,000	85,000
1902.....	250,000	55,000
1905.....	100,000	50,000
1906.....	100,000	87,500
1907.....	200,000	35,000
1908.....	200,000	.....
1909.....	190,000	.....
1910.....	572,500	.....
1911.....	25,000	100,000
1912.....	.....	25,000
1913.....	600,000	125,000
Island (Aransas Pass project):	2,878,750	721,250
b. 27, 1911.....	125,000	.....
g. 24, 1912.....	250,000	.....
	3,253,750	.....

king congressional recognition and support, we have in the past been advised
e must first show increase of commerce. The proof that this increase has
d is surely not lacking.

SULPHUR TONNAGE.

e believe Freeport is alone in originating a large tonnage for northbound vessels.
er ports are receiving and discharging points simply. The great majority of
coming into the Gulf ports find difficulty in securing northbound cargo.
ur mines at Freeport, based upon the yield of sulphur since December, 1913,
ducing an equivalent of about 40,000 tons per annum. This production has
complished with the original test plant; the second double unit is well along

in construction and will be completed by the 1st of September, 1914, permitting steaming of three wells simultaneously instead of one, as heretofore, or placing production at that time upon a basis of about 120,000 tons per annum, equivalent say, 40 ship cargoes of 3,000 tons each, or a shipload every 10 days. It is the intent of the company to develop the sulphur field with additional units, looking to increasing production in the future. Tonnage originated locally to so large an extent will, of necessity, bring steamships and railroads to the port.

The immense sulphur field at Freeport is the largest in the world in demonstration. The United States now leads the world in sulphur production, and everything which contributes to assist the development of this industry is of importance to the Nation. The Louisiana field produced over 500,000 tons in 1913 and over 700,000 tons in 1912—an average for the two years of 600,000 tons, sufficient to load 200 ships of 3,000 tons each.

The Freeport field, being more extensive and just beginning its substantial production, will originate enormous outbound tonnage, increasing year by year, and is expected in time to equal the Louisiana production; hence, deep water in the Freeport Channel to carry this tonnage is a commercial necessity, and will assist in maintaining American supremacy in sulphur production, which until lately was enjoyed by Sicily.

Large quantities of sulphur which should have been handled by ships have been forwarded at greater expense by rail on account of inadequate water, and if compelled to ship sulphur by rail to other ports to load vessels, the rail haul is a complete loss while the steamer rate is invariably greater.

One of the largest uses to which sulphur is put is in the process of manufacturing wood-pulp paper. The Great Northern Paper Co., one of the largest manufacturers of paper, has made arrangements for the distribution of its products to the newspapers of the Southwest and interior, through Freeport, contracting many thousands of tons with the Seaboard & Gulf Steamship Co. This paper company operates its steamers, carrying paper from its mills in New England to the eastern seaboard.

Its representatives say that it will be an obvious economy to have the boats come to Freeport with paper for the southern trade and return loaded with sulphur for delivery to the mills, and that with deeper water this will likely become an actual saving but it can not be considered under existing conditions.

We can not now load boats entering here with full cargoes. Captains say that 10,000 tons sulphur will load these boats to 21 feet or deeper. The ships now entering are comparatively lighter draft, necessarily, and those of deeper draft will serve the port when profitable to enter; 25 feet of water will be needed to take out full cargoes of sulphur and permit the entry of ships with full cargoes of commercial tonnage.

COTTON.

The opportunity to accumulate cotton for shipment from Freeport is evident. A glance at the map of Texas will show that a very large share of the cotton-producing territory can use the Brazos from Waco as a means of transportation to the port, giving it a strong advantage.

The rail rate to Freeport is the same as to Galveston or Texas City, Tex., and cotton-producing States need an increase of facilities to handle their cotton.

Freeport is an ideal location with its inland water navigation (Brazos River and intercoastal canal) and railroad service as well. While at present only the Missouri, Kansas & Texas Railroad Co., operating through the Houston & Brazos Valley, has its terminals here, the increased business of this port will force added railroad facilities.

Freeport is only a short distance from the following railroads: Southern Pacific, Santa Fe, St. Louis, Brownsville & Mexico, and the International & Great Northern. For the protection of their interests all of these roads will necessarily extend to Freeport if deep water is provided, and, as a matter of fact, will be forced to Freeport on account of the northbound all-rail shipments of sulphur.

All the railroads are in accord in the position that with deep water at Freeport they will receive its full share of cotton shipments, due to free wharfage and consequent reduction in cost of doing business through this port.

CUBAN SUGARS AND MOLASSES.

One of the largest sugar dealers in the country controlling Cuban plantations has completed arrangements to supply molasses and raw sugar in great quantity, passing through this port, to the Imperial Refinery at Sugarland, producing 1,500 barrels of sugar daily. An adjunct to their business requires millions of gallons of molasses annually, and they have arranged for storage tanks at Freeport to receive this.

to Cuba and Porto Rico, and the volume of business will depend upon the port facilities.

In substantiation of the above statement, we quote letter received by Mr. Davis, industrial commissioner, from Mr. W. T. Eldridge, president of the Imperial Sugar Company, Sugarland, Tex., as follows:

I am much interested in what you write regarding the deep-water hearing of the United States Engineer Department for June 23, and sincerely trust their conclusions will be to proceed with this most important and much needed improvement. As you know, we have already arranged for the building of a large storage tank for molasses at Freeport to enable us to discharge large tank steamers from Cuba carrying about 10,000 gallons or more each of molasses, which we will reship in tank cars from Freeport north, and would like also to be able to discharge our cargoes of raw sugars at Freeport, which come to us regularly from Cuba at the rate of about 15,000,000 pounds per month.

The port needs of the Gulf coast are so important and would be of so much benefit to the territory that could be served through Freeport that favorable immediate consideration and action on this matter would be very gratifying to me.

“W. T. ELDRIDGE.”

WAITING INDUSTRIES.

The fact that sulphur is an important element in the manufacture of powder influenced the Du Pont de Mours Powder Co., the largest manufacturers of powder in the world, to consider Freeport as its chief distributing base, but their decision was deferred until the assurance could be given them that truly deep water would be available to serve their requirements, consisting of cargoes of nitrates which are brought from the west coast of South America, the tonnage of which would be an important factor.

Sulphur produced at Freeport and nitrates accumulated there makes an ideal base for such a base of distribution.

A storage warehouse company has plans made for the erection of a large warehouse, at Freeport as a receiving and distributing base.

The lack of deep water deterred the Jones & Laughlin Co., of Pittsburgh, one of the largest manufacturers of structural iron and steel in the United States, from a serious consideration of Freeport as a location, their primary investigation being based upon the fact that the water depth now existing at Freeport did not offer them sufficient depth to justify the location of a plant there.

The production of sulphur at Freeport, being at a point where ships and rails meet, is an unusual combination to the large fertilizer works of this country to locate there. Limestone rock, by steamship or schooner, would be laid down, with the elimination of rail haul, at the point where sulphuric acid could be manufactured, with the same advantage—that is, no rail haul on sulphur. The growing demand for fertilizers is causing the fertilizer companies to seek bases at advantageous points; considering the combination of seaport and sulphur production, certainly no location in the United States can equal Freeport in advantages for this industry.

The Berwind & White Coal Co., the largest coal company in the United States, say they need such a base as Freeport as a coal-distributing point, and could load returning boats with Texas ore. The Santa Fe has ore docks at Port Bolivar, but no room adequate for handling coal; hence their vessels delivering coal to Freeport would take up return cargoes of ore at Bolivar, the subject matter of which has been under discussion, the lack of water standing in the way of the consummation of the plan. Freeport is as near the great iron-ore beds of Texas as is Port Bolivar, and much nearer the immense deposits of Llano County, which so far are undeveloped.

NATURAL ADVANTAGES.

Brazos River offers a land-locked, safe harbor, with secure anchorage for the full length of the channel contemplated under the survey, the only land-locked harbor immediately contiguous to the deep water of the Gulf.

DEMAND MORE THAN STATE WIDE.

The need for the development of Freeport Harbor is in no sense a local matter. As evidenced by the papers transmitted in support of the demand, or tendered now, are petitions urging the increased depth of water from many localities and cities—not only of Texas, but Oklahoma, Kansas, and Missouri as well. They urge the contemplated improvements as having a beneficial effect upon the business interests of the territory.

These requests come from organizations and representative bodies as follows: Kansas City, Mo.; Hannibal, Mo.; Burlington, Kans.; McAlester, Okla.; Waco, Tex.; El Paso, Tex.; officers and directors of the Seaboard & Gulf Steamship Co.; Paris (Tex.) Board of Trade; Bowie, Tex.; Retail Merchants Secretaries of Texas; Brenham, Tex.; Longview, Tex.; Victoria, Tex.; Freeport Commerce League; Gainesville, Tex.; Beaumont, Tex.; Marshall, Tex.; Alvin, Tex.; Greenville, Tex.; Lubbock, Tex.; Cleburne, Tex.; Joplin, Mo.; Coffeyville, Kans.; Council Grove, Kans.; Fort Worth, Tex.; Dallas, Tex.; Paris (Tex.) Progressive Club; San Angelo, Tex.; Retail Merchants of Texas; Stamford, Tex.; Wichita Falls, Tex.; Abilene, Tex.; Citizens of Matagorda County; Amarillo, Tex.; San Antonio, Tex.; Jefferson, Tex.; Palestine, Tex.; Brazoria, Tex.; Sherman, Tex.; Sweetwater, Tex.; Velasco, Tex.

BRAZOS RIVER AND INTERCOASTAL CANAL.

The Government has made liberal appropriations for the improvement of the Brazos River from Velasco (opposite Freeport) to Waco, commencing the appropriations in 1912, and during 1912 and 1913 Congress has set aside \$1,355,000 for the purpose. This substantial recognition of the importance of this river to navigation and its great benefit to the people of the State surely justifies the belief that the Government will give adequate port facilities at the mouth of the river. Otherwise the "Gulf to Waco" project would fall far short of its possibilities.

Much more has been appropriated for the upper reaches of the river than for improvement at the mouth.

In making the Brazos River navigable from Freeport to Waco, giving an immediate inland waterway north and south, a great acreage of the most fertile cotton, corn, sugar land in the United States will be made more valuable for agricultural purposes. This territory is not now fulfilling its best destiny, some parts being wholly unproductive, or at least undercultivated, although including large areas of the best in the State.

For inbound freight a deep-water harbor at Freeport will afford opportunity for vast service upon interior shipments by water route to all points between and to the city of Waco. The benefits of such rates will not stop there, as inbound freight from points beyond Waco will there take rail, and distribution would be made by rail from various points between the mouth of the Brazos and Waco for shipment to interior points. Boats carrying this traffic would return with products of the interior to the port at the mouth for coastwise or foreign shipment, thus providing the great economy in transportation on incoming and outgoing shipments. This would be true also of the intercoastal canal, which intersects the Brazos River in the Freeport Channel, and which, with its own length and navigable streams intersected, is a protected waterway for 800 miles. Freeport would thus become a great point for concentration and transfer from seagoing vessels to smaller craft, and the reverse, using the Brazos River north and south and the intercoastal canal east and west.

The importance of this development is recognized by prominent shippers from the principal cities of Texas, who, in the face of the insufficient depth of water at the mouth of the Brazos, and who, realizing the necessity of cheaper facilities for shipping and a competitive harbor, are backing the Seaboard & Gulf Steamship Company in its use of this port, as will be seen from the resolution passed by the stockholders thereof. No stronger argument can be presented for this work being undertaken by the Government than the faith evidenced by the works of these highly representative, solid, and conservative business men representing the commercial interests of so many of the principal shipping points in Texas.

The improvement of the Brazos River from Waco to its mouth has for the best of its present congressional support the contention that the development of this waterway into a navigable stream is the solution of excessive freight rates, acting as an automatic regulator.

The Brazos River flows through one of the most fertile sections of the State. The 12 counties along the Brazos in the zone where waterway improvements are now being made had a population in 1910 of 318,809, living in a territory comprising 9,923 square miles. The total acreage of the group is 6,376,320 acres, supporting at present 41,287 farms on 2,315,411 acres of farming land, valued at \$156,211,000. In 1912, 1,072,538 acres of this land was in cotton, yielding 547,921 bales, an average yield of cotton in this zone is at least 500,000 bales, valued at \$30,000,000. This records only the country immediately contiguous to the river between Freeport and Waco. The area of beneficial influence extends far beyond the country actually touching the river, and affects a large part of the central portion of the State.

BENEFICIAL EFFECT ON FREIGHT RATES.

Inquestionably the best interests of the public are served by encouragement of existing steamship lines and establishment of new ones. Perhaps the most conspicuous instance of this is shown in the prompt effect of the establishment of a new line of steamers from New York to Texas City in 1906, breaking up the rate agreement that had existed between the old lines between New York and Galveston. Prior to this time this rate was the highest that was ever in effect, notwithstanding the fact that the deepening of the Galveston Harbor had been going on continuously, at that date the depth was about 30 feet, apparently providing adequate draft facilities for all purposes and users in that neighborhood. With the completion of the line to Texas City the rates were reduced on an average of 51½ per cent, and the volume of business increased 300 per cent. During 1911 the rates were slightly increased, being an increase of about 10 per cent over the previous year, but still far below the old basis. This statement is from the report for 1911 of Maj. Howell, United States district engineer, then in charge of this district.

Freeport, with no dock or wharf charges, makes it possible for any steamship company to own its docks on donated water frontage, being forever free from charges, and thus guaranteeing the greatest possible economy of operation. Rates from the East to Freeport are now substantially below (about 20 per cent) the ruling charges to other Texas ports, accounting for the fact that vessels of the line running here are carrying full cargoes with a waiting freight list, while other lines are having difficulty securing tonnage. The line is exclusively a New York-Freeport line, with regular sailing dates.

PRESENT BURDEN ON OIL DELIVERIES.

Under the existing depths, oil tank steamers are unable to enter the Freeport channel, necessitating discharge of cargo at other coast points, reloading into barges and then to Freeport, involving an additional charge of 7 to 10 cents per barrel.

Oil companies tell us their smallest tank steamers require 20 to 21 feet. The demand for fuel oil at Freeport is large and increasing rapidly. The present local consumption is about 800 barrels daily, and by September 1 will be 1,750 to 2,000 barrels per day. Twenty-four thousand tons have been received at this port, nearly all of it within the year, and by the fall of 1914 the requirements will be more than doubled, accounting for the needs of the sulphur industry alone for fuel oil.

The Freeport & Mexican Fuel Oil Corporation, extensive producers in the Mexican oil fields, have erected oil storage at Freeport Channel, but the existing depth is making it impractical to use or extend these. They will make Freeport an important distributing base whenever an approximate 25 feet of depth is provided. Letter from this company addressed to Col. Lansing H. Beach, dated June 17, 1914, offering 10,000 barrels of oil per annum to this port when deep water is provided, has been filed with you.

The Transcontinental Oil Co., considering Freeport as a distributing base, suspended negotiations when depth became known.

GOVERNMENT PIPE LINE AND REFINERY.

At the request of the commission appointed by the Government for the purpose, Freeport has made proposal to be considered as the terminus of a Government-owned pipe line from Oklahoma to the Gulf, where a naval fuel oil base may be installed. While able to offer ample acreage and desirable sites in all other respects, the opportunity will be lost to the Government if proper water depth is not provided.

FREE WHARFAGE.

At Freeport the way is now open to any steamship company or industry which can make a proper showing of earnestness and merit to receive title without cost to sufficient water frontage and adjacent land to serve it.

This feature will become of active interest whenever deep water is assured, and will bring prompt and substantial additional development to be served by the port. There is a great demand on the part of shippers for adequate service through a free port, granting relief to burdensome port and dock charges, which, in a good many American ports, accrue to the benefit of privately owned wharves, and imposing a heavy burden upon incoming and outgoing commerce. Freeport offers immunity from this burden.

COMPARATIVELY SMALL EXPENSE OF SECURING DEEP WATER AT FREEPORT.

The amount which we understand is necessary to provide 25 feet depth in the Brazos Channel from the Gulf to Freeport is \$500,000, of which \$200,000 is for construction of a dredge and \$300,000 for the expense of dredging. The dredge being available for use at any point in the district, the true figure to consider for the provision of 25 feet of water is \$300,000, giving 25 feet depth of water for 4 miles above the mouth of the jetties. Four miles of deep water in the river gives 8 miles of wharf frontage. River development has the advantage over coast development in that it furnishes wharf frontage on each side, as opposed to the single coast line—and has the further advantage of being fully protected.

One mile of river development is thus equal to 2 miles of coast-line development measured by dock space, and so gives a maximum economy.

The original estimate on the 1886 project for 25 feet of water at Galveston was \$7,000,000, and the actual amount expended under this project at the time 26 feet of water was provided in 1900 was \$7,041,684.42, of which \$97,687.85 was for maintenance. The storm of September 8, 1900, damaged the jetties seriously, and a body of engineering officers estimated the cost of repairing at \$1,500,000. Appropriations under this estimate commenced June 13, 1902, and work was completed in 1906, \$1,200,000 being appropriated, making the cost of provision of 26 feet at Galveston—irrespective of maintenance—over \$8,000,000 (\$8,143,996.57). This for the harbor only.

Amount so far appropriated for Houston Ship Channel.....	\$3,777,766.
Aransas Pass.....	\$2,878,750.00
Harbor Island.....	375,000.00
Total Aransas Pass project.....	3,253,750.
Total appropriation Sabine Pass project, intended to provide 25 feet.....	5,476,058.
Total appropriation mouth of Brazos to date.....	721,250.00
Estimate to provide 25 feet.....	500,000.00
Total to complete 25 feet mouth of Brazos.....	1,221,250.

JETTIES.

The jetties are built, the northeast jetty being 4,708 feet in length and the southwest jetty being 5,018 feet, a total of 9,726 feet; but this improvement is not yielding to the Government and to commerce anything more than a small proportion of the benefits which will come with complete improvement. The substantial investment already made includes the jetties, which, we are informed, would cost to duplicate approximately one and one-half million dollars, and they are now largely idle and unproductive compared to their possibilities, certain of realization, if deep water were provided between them. It requires but a small additional sum compared to amount expended at other ports to make them fully effective in securing deep water, and result in full use and full benefit to both the United States Government for a harbor of safe refuge for naval vessels and to the great shipping interests involved. The basic work is completed; the finishing touches are all that is needed.

SUPPLEMENT.

Col. LANSING H. BEACH,

*Division Engineer, Corps of Engineers, United States Army,
Baltimore, Md.*

DEAR SIR: At the hearing held at Freeport June 23, 1914, you requested us to extend the information then submitted so as to show at what cost tonnage could be barged between Freeport and Galveston, utilizing the intercoastal canal for floatage, and to give any further data bearing upon the matter of deep water at Freeport.

The only exact information upon cost of barging is the existing charge for service, there now being some traffic upon this waterway between the two points, and established rates are in effect applied by the carriers. The minimum rate is 15 cents per 100 pounds, or \$3 per ton. We are fully conscious of the fact that the high rates now prevailing would be greatly lessened with the increased volume of business and improvement of canal facilities, but whatever the cost would be it would become an added burden and cost upon Freeport's commerce. Galveston being the nearest port the charges to the more distant ports would be greater. The intercoastal canal is intended to provide a depth of 5 feet; but even if deepened greatly and made

ble as an inland waterway it can not be made to serve the needs of commerce
ned to or from Freeport.

the cost of providing an ample barge canal from Freeport to Galveston by widening
deepening the intercoastal canal would greatly exceed the amount needed to
n the Freeport project and would amount to paying a premium to close the only
port on the Gulf.

ditionally to the barge freight cost, which is prohibitive and unnecessary, the
port commerce taken to or from Galveston would be subjected to the wharfage
port charges there, while the ocean charges would be greater than is charged to
om Freeport. Any cost by reason of intercoastal canal movement between Free-
and Galveston is an added cost, completely avoidable, by reason of the fact
steamer rates to Freeport could never be greater than to Galveston and, in fact,
ow much lower, due to the fact that Freeport is not burdened with the heavy
f and dock charges exacted at Galveston.

smuch as it is impossible to state with exactness in dollars and cents the ultimate
of barging with additional handlings, etc., if reduced to a formula, would be as
vs: Steamship freight, plus barge charge, plus cost of two handlings, plus addi-
l insurance charges, plus wharf and dock and port charges at Galveston.

ese plus charges are obviously an unnecessary burden; the element of delayed
t via the canal would render the use of Freeport impracticable.

stated in our principal argument, the steamship companies operating to this port
abled to make the lower rates solely by reason of the fact that Freeport is abso-
free from all the various dock and wharfage charges made at other ports.

phur, an immense tonnage originating at this port, being produced here, would
bjected to prohibitive burdens if compelled to sustain charges as above stated.
warded in vessels from Freeport it would not be subject to such burden, and if
to pay wharf and port and dock charges at Galveston, the industry would be
sly and unnecessarily hampered. This is a concrete example which may be
ed to all other tonnage.

annual saving by reason of a free port, as applied to the commerce of Texas,
be far in excess of at least five times the cost of providing 25 feet of water here,
500,000, of which \$200,000 is for a dredge available for use at any point in this
et and which, as stated by Col. C. S. Riché, district United States engineer in
e of this district, is absolutely necessary, regardless of its use in providing deep
at Freeport. Truly, this reduces the actual cost for the Freeport improvement
0,000. If the intercoastal canal is made the reliance for the commerce of this
n, the advantage of Freeport with no wharfage charges would be lost. The cor-
ding charges on both incoming and outgoing freight would be about 20 per cent
onal over existing tariff to Freeport. The testimony shows a saving to shippers
rough them to the public of this approximate percentage, as appears with par-
rs in the records of the hearing.

l insurance of the cargoes on these small vessels would be high and a distinct
ion, as full cargoes are insured to or from Freeport as economically as to Galveston.
azards of transit would be multiplied.

l advantage of a competitive port would be lost to the public, which we submit
ttled to and is earnestly urging the maintenance and improvement of Freeport.
would be great delay in handling the freight as opposed to the direct and whole-
handling by ships discharging or receiving cargoes at Freeport.

port offers to commerce a free port, where the business of a vast region can be
ied and discharged on an absolutely free basis. To require it to forego this advan-
nd force its traffic through Galveston, a port burdened with heavy dock and
charges, going into the pockets of a private wharf company, would manifestly
reat injustice to commerce.

cept Freeport, there is no free port upon the Gulf coast nor, so far as we know,
he Atlantic coast, except in the case of New London, Conn. The Connecticut
sture has seen to it that its State has this strong commercial advantage.

hamount of saving to the public by the use of a free port is enormous, and to the
erce of Texas and the adjoining States would equal the total gross revenue col-
e by the Galveston Wharf Co., and at all other ports in Texas. To force the Free-
nnage through Galveston by means of the present or increased canal facilities
be augmenting the revenue of the Galveston Wharf Co. and defeat the efforts of
ow striving to provide a truly free port, exempt from dock and wharf charges.

h name "Freeport" is derived from the announced and well-known policy of
ossible men, whose aim it is to develop free entry and exit for all commerce at
rt, and exactly describes its aims and purposes.

elo not believe it will be the purpose of this Government to destroy these en-
es by forcing the commerce through the port of Galveston on the one hand and

on the other hand to augment the revenues of a private corporation which permits commerce to pass over its docks without paying tribute.

In this connection we beg to call your attention to a statement made before you at the hearing by Mr. E. G. Warfield, vice president and general manager of the Seaboard & Gulf Steamship Co., giving specific figures as to the charges imposed upon his line cargoes diverted from Freeport because of insufficient depth of water, thus compelling them to deliver cargoes to Galveston subject to the above referred to charges of wharf monopoly, representing the penalty avoidable at Freeport. This instar shows what port and dock charges really mean. His statement was to the effect that on a single trip of a ship carrying 3,000 tons of merchandise it is required to pay Galveston Wharf Co. (if discharged at Galveston) \$100 for the privilege to tie up to wharves, 25 cents per ton wharfage on the tonnage unloaded, and 25 cents per ton on the outbound cargo as well, or \$1,600 in total to permit a 3,000-ton cargo to be loaded over the Galveston wharves and take on an equal amount as return cargo.

Every cent of this is saved at Freeport and shows the saving to the ultimate consumer in relation to the discharging and receiving cargo of a single ship.

It is evident and conclusive that tonnage originating at or destined for Freeport can not be handled by barges to and from Galveston upon any practical or serviceable basis. There can be no serious thought that such a substitution would serve the situation. At the hearing were present many representative shippers and merchants of Texas, who gave abundant and convincing testimony, showing by facts and figures why they were now being and desired to continue to be served through this port. These men certified that with even the present depth considerable savings are resulting to the wholesale and jobbing interests of Texas and adjacent States by the use of Freeport, and stating that with the 25-foot depth provided its use and benefits would be tremendously extended. This saving would soon equal the cost of completing the Freeport project in accordance with the survey, thus making fully available splendid port facilities by the expenditure of a sum so small as to be relatively insignificant. No new construction is required—it is simply a dredging proposition to deepen the existing channel.

Yours, very truly,

FREEPORT COMMERCE LEAGUE

RESOLUTIONS.

[The following are copies of resolutions submitted by the Freeport Commerce League, Freeport, Texas, with the foregoing document, June 23, 1914.]

Resolutions adopted by the San Angelo Chamber of Commerce at a meeting held in its headquarters December 5, 1913.

Whereas it is an acknowledged fact that the entire State of Texas will be benefited by a larger number of ports of entry; and

Whereas Congress at its last session made an appropriation for a survey at the mouth of the Brazos River, with a view of procuring a depth of 25 feet of water: Therefore be it

Resolved, That we express our confident belief that an appropriation by Congress of a sufficient amount of money to deepen the Brazos River to a depth of 25 feet at its mouth to the town of Freeport will redound not only to the interest of the territory contiguous to the Brazos River but to all Texas, and we express the conviction that the shipping interests throughout the entire South will be greatly benefited by the opening of competitive ports on the Gulf coast, which will afford larger and more economic facilities to accommodate the outgoing and incoming business, by making this particular locked harbor available.

Resolved, That we urge our Representatives in Congress to lend their earnest support to any measure looking to securing an appropriation sufficient to insure this important work outlined above.

W. M. HEMPHILL, *President*
THOS. F. OWEN, *Secretary*

RESOLUTIONS PASSED BY THE RETAIL MERCHANTS SECRETARIES' ASSOCIATION

Whereas Congress has ordered a survey of the mouth of the Brazos River, looking to procuring a depth of 25 feet in the channel from its mouth to the town of Freeport, and

Whereas we believe if the result is accomplished it will add another port to our commerce, and

areas we believe that the opening of new ports on our coast will insure to the commercial, industrial, and agricultural interests of the entire State of Texas: Therefore be it

Resolved, That the Retail Merchants Secretaries' Association, in regular session assembled, approve and encourage this work, and it indulges in the hope that it will speedily accomplished.

It further resolved, That the secretaries transmit copies of this resolution to our representatives in Congress.

The Paris (Tex.) Board of Trade on September 5, 1913, adopted resolutions as follows:

Whereas it just come to our knowledge that Congress has ordered a survey of the mouth of the Brazos River, looking to procuring a depth of 25 feet in its channel from Freeport, Tex., to its mouth; and

Whereas this result when accomplished will be the establishment of a great free port on our coast; and

Whereas the entire State and every commercial and agricultural interest therein will be vastly benefited by the creation of this competitive port: Therefore be it

Resolved, That the Paris Board of Trade indorse, encourage, and freely approve this work, and express its sincere wish that the work may be done as speedily as possible;

It further resolved, That our Senators and Representatives at Washington be urged to render all aid possible to this enterprise, which so richly deserves the support of every section of our State.

This is to certify that the above and foregoing is a true and correct copy of a resolution unanimously adopted by the Paris Board of Trade at a meeting held September 5, 1913, at Paris, Tex.

S. W. WILLIAMS, *President*.

E. R. BOLER, *Secretary*.

Resolutions adopted by the Bowie Chamber of Commerce at a meeting held in its quarters November 15, 1913.

Whereas it is an acknowledged fact that the entire State of Texas will be benefited by a large number of ports of entry; and

Whereas Congress at its last session made an appropriation for a survey at the mouth of the Brazos River, with the view of procuring a depth of 25 feet of water: Therefore be it

Resolved, That we express our confident belief that an appropriation by Congress of sufficient amount of money to deepen the Brazos River to a depth of 25 feet from its mouth to the town of Freeport will redound not only to the interest of the territory contiguous to the Brazos River but to all Texas, and we express the conviction that shipping interests throughout the entire South will be greatly benefited by competitive ports on the Gulf coast which will afford larger and more economic facilities to accommodate the outgoing and incoming business, by making this particular locked harbor available.

Resolved further, That we urge our Representatives in Congress to lend their earnest support to any measure looking to securing an appropriation sufficient to insure this important work outlined above.

C. T. BOEDEKER, *President*.

O. L. WILLIAMS, *Secretary*.

The following is a copy of a clipping also submitted with the foregoing document:

DEEP WATER AT MOUTH OF BRAZOS.

Believing that what interests and aids one section of Texas is essential to the progress of the entire State, a resolution was adopted at a called meeting of the board of directors of the Retail Merchants' Association of Texas in Fort Worth, November 25, 1913, regarding the adoption of measures to obtain deep water at the mouth of the Brazos River. The resolution in full follows:

Whereas Congress has ordered a survey of the mouth of the Brazos River looking to procuring a depth of 25 feet in the channel from its mouth to the towns of Freeport and Velasco; and

Whereas we believe if this result is accomplished it will add another important port to our coast; and

Whereas we believe that the opening of more ports on our coast will insure to the commercial, industrial, and agricultural interests of the State of Texas a further prosperity: Therefore be it

Resolved, That the board of directors of the retail merchants association, in regular session assembled, do approve and wish to encourage this work and hope that it will be speedily accomplished.

Be it further resolved, That the secretary of this association be and is hereby instructed to transmit copies of this resolution to the Texas Representatives in Congress.

PHIL F. MYERS, *President*.

W. J. EDGECOMBE, *Secretary*.

RESOLUTION OF THE COUNCIL GROVE COMMERCIAL CLUB.

Whereas the feasibility and desirability of a deep-water port at the mouth of the Brazos River, Texas, has long been recognized by the agricultural, commercial, industrial, and shipping interests of Texas, and the southwest tributary territory west of the Mississippi and east of the Rocky Mountains; and

Whereas the work of developing this port in the past has been greatly hampered and retarded by the lack of funds appropriated by Congress to carry on the work necessary to secure a permanent depth of water that will enable seagoing vessels of sufficient draft to enter this port and accommodate the commerce that can be handled through it; and

Whereas we are advised that the Sixty-second Congress has ordered a survey of the Brazos River from its mouth to Freeport with a view of procuring a uniform depth of 25 feet of water, which if attained will permit of the development of this port and the location of suitable terminal facilities desiring to make use thereof, thereby greatly benefiting the commerce of the southwest country; and

Whereas with the opening of the Panama Canal the need of additional deep-water ports on the Texas Gulf coast is imperative for the future development of the States in the southwest country, as well as the commercial advancement of the whole United States; and

Whereas the mouth of the Brazos is logically destined to become one of these great seaports and one of ultimate great importance because of the tonnage that can be moved through it and because of its great natural advantages; and

Whereas the need of competitive ports on the Gulf of Mexico is of vital interest to the people of all the southwest country because competitive ports are necessary as competing railway lines in the saving to the commercial interests and consumers in freight rates: Therefore be it

Resolved, That we, Council Grove Commercial Club, the representative organization of our city, do hereby unanimously indorse and approve this proposed plan to provide by Federal aid and funds, 25 feet of water at the mouth of the Brazos, and do urge upon the United States Board of Engineers and the Members of both Houses of Congress the adoption of the project in its entirety, and we also urge upon them the pressing necessity of Federal aid and assistance through liberal appropriations for all Gulf coast river and harbor improvements.

J. J. RHODES, *President*.

I certify that the foregoing is a true and correct copy of the resolutions passed at the meeting of the Council Grove Commercial Club on January 12, 1914.

A. M. WARNER, *Secretary*.

RESOLUTION OF THE CHAMBER OF COMMERCE, COFFEYVILLE, KANS.

Whereas Congress had made an order for the survey of the mouth of the Brazos River with a view of procuring a depth of 25 feet of water from the mouth of the river to Freeport, Tex.; and

Whereas the shipping interests of this section of the State will be greatly benefited by a competitive port on the Gulf coast, which will afford larger and more economical facilities to care for and accommodate incoming and outgoing business by making this landlocked harbor available:

Resolved, That the Coffeyville Chamber of Commerce, representing the business interests of this city, that we urge upon our Senators and Representatives in Congress their earnest support and effort in securing a sufficient appropriation to insure the success of this important work.

Adopted February 13, 1914.

EMBREE W. MORGAN, *President*.
A. J. VALENTINE, *Secretary*.

RESOLUTION OF THE JOPLIN (MO.) COMMERCIAL CLUB.

Whereas the feasibility and desirability of a deep-water port at the mouth of the Brazos River, Tex., has been long recognized by the agricultural, commercial, industrial, and shipping interests of Texas, and the southwest tributary territory west of the Mississippi River and east of the Rocky Mountains; and

Whereas the work of developing this port in the past has been greatly hampered and retarded by the lack of funds appropriated by Congress to carry on the work necessary to secure a permanent depth of water that will enable seagoing vessels of sufficient draft to enter this port and to accommodate the commerce that can be handled through it; and

Whereas commerce can only be developed at coast points by proper Federal financial provisions for the development of new ports, for the accommodation of new shipping; and

Whereas we are advised that the Sixty-second Congress has ordered a survey of the Brazos River from its mouth to Freeport, with a view of procuring a uniform depth of 25 feet of water, which if attained, will permit of a development of this port and the location of suitable terminal facilities desiring to make use thereof, thereby greatly benefiting the commerce of the southwest country; and

Whereas with the opening of the Panama Canal the need of additional deep-water ports on the Texas Gulf coast is imperative for the future development of the States in the southwest country, as well as the commercial advancement of the whole United States; and

Whereas the mouth of the Brazos River is logically destined to become one of these new seaports and of ultimate great importance because of the tonnage that can be moved through it and because of its great natural advantages; and

Whereas the need of competitive ports on the Gulf of Mexico is of vital interest and benefit to the people of all the southwest country because competitive ports are as necessary as competing railway lines in the saving to commercial interests and consumers in freight rates; therefore be it

Resolved, That we, the Commercial Club of Joplin, the representative organization of our city, do hereby unanimously indorse and approve this proposed plan to provide Federal aid and funds 25 feet of water at the mouth of the Brazos, and do urge on the United States Board of Engineers and the Members of both Houses of Congress adoption of the project in its entirety, and we also urge upon them the pressing necessity of Federal aid and assistance through liberal appropriations for all Gulf coast river and harbor improvements.

RESOLUTION OF BRAZORIA (TEX.) COMMERCIAL CLUB.

Whereas the feasibility and desirability of a deep-water port at the mouth of the Brazos River has long been recognized by the agricultural, commercial, industrial, and shipping interests of Brazoria County; and

Whereas the work of developing this port in the past has been greatly retarded from the lack of funds appropriated by Congress necessary to carry on the work to secure a permanent depth of water that will enable seagoing vessels of sufficient draft to accommodate the commerce which can be properly handled through this port; and

Whereas commerce can only be established and developed by proper Federal financial provisions for the development of new ports to accommodate new shipping; and

Whereas the mouth of the Brazos is logically destined to become a seaport of ultimate importance because of the tonnage that can be moved through it, and because of the great natural advantages which it has, making it an A1 class port; and

Whereas the development of this port with a Government-maintained depth of water (which we believe should not be less than 25 feet) of sufficient depth would enormously enhance the value of the work being done by the Federal Government on the Brazos River from Washington to Waco, and afford an opportunity for a vast saving upon interior shipments by water rates and inbound freights to interior points on the same basis, all of which means added commercial prosperity to Brazoria and an increased cultivation of our fertile acres; and

Whereas the need of competitive ports in Texas is a vital necessity to the people of Texas, because competitive ports are as necessary as competitive railway lines in the saving to the farmer and consumer alike in both rates and facilities: Therefore be it

Resolved, That we, the Brazoria Commercial Club, the representative organization of our city, do hereby unanimously indorse and approve this proposed plan to provide,

by Federal aid and funds, 25 feet of water at the mouth of the Brazos and do upon the United States Board of Engineers and the Members of both Houses of Congress the adoption of this project in its entirety.

L. P. SIEKER, *President*.

I hereby certify that the above is a true copy of the resolutions passed at a meeting on the 3d day of June, A. D. 1914.

J. F. HARRIS, *Secretary*.

RESOLUTION OF ALVIN (TEX.) BUSINESS MEN'S LEAGUE.

Resolved, by the Alvin Business Men's League that we unanimously approve and indorse the project of procuring a depth of 25 feet of water at the mouth of the Brazos River from the jetties to Freeport through Federal aid, and that we express as the sentiment of this organization, representing the business interests generally of Alvin, the largest city in Brazoria County:

1. Our confident belief that approval of this project by the United States Engineer followed by an appropriation by Congress to carry out their recommendations, where a depth of 25 feet of water from the mouth of the river to Freeport, will redound not only to the interests of the tributary territory adjacent to this seaport, including Brazoria County, but will benefit all of Texas.

2. That we believe that all shipping interests in the United States will be benefited by a competitive port on the Gulf coast, where dockage charges and wharfage are free and where at least there will be one port in Texas where the commerce of the world can enter without paying toll to private enterprise.

3. Our further belief that if deeper water is procured here through government aid, this port will be able to furnish additional and economical facilities to care for outgoing and incoming business, now sadly needed if Texas is to expand and grow because this landlocked harbor has every natural advantage needed to develop into a great and important gateway for Texas shipping.

4. That we respectfully urge upon the United States Board of Engineers and upon Congress that they give their support to this project, and use every reasonable effort looking to the securing of a sufficient appropriation to insure the success of this important and necessary development.

E. L. LONG, *President*.

I hereby certify that the above is a true copy properly signed of a resolution adopted by the Alvin Business Men's League on June 1, 1914.

T. C. EDWARDS, *Secretary*.

RESOLUTION OF THE COMMERCIAL CLUB OF KANSAS CITY, MO.

Resolved, by the Commercial Club of Kansas City, that we approve the order of survey of the mouth of the Brazos River made at the last session of Congress with a view of procuring a depth of 25 feet of water, and we express as the sentiment of this organization, representing the business interests generally, the approval of this project.

E. M. CLENDENING, *General Secretary*.

RESOLUTION OF HANNIBAL (MO.) COMMERCIAL CLUB.

Whereas the feasibility and desirability of a deep-water port at the mouth of the Brazos River, Tex., has long been recognized by the agricultural, commercial, industrial, and shipping interests of Texas, and the southwest tributary territory west of the Mississippi and east of the Rocky Mountains; and

Whereas the work of developing this port in the past has been greatly hampered and retarded by the lack of funds appropriated by Congress to carry on the work necessary to secure a permanent depth of water that will enable seagoing vessels to obtain sufficient draft to enter this port and accommodate the commerce that can be handled through it; and

Whereas commerce can only be developed at coast points, by proper Federal financial provisions for the development of new ports for the accommodation of new shipping and

Whereas we are advised that the Sixty-second Congress has ordered a survey of the Brazos River from its mouth to Freeport with a view of procuring a uniform depth of 25 feet of water, which if attained will permit of the development of this port and the location of suitable terminal facilities desiring to make use thereof, thereby greatly benefiting the commerce of the southwest country; and

areas with the opening of the Panama Canal the need of additional deep-water ports on the Texas Gulf coast is imperative for the future development of the State^s the southwest country, as well as the commercial advancement of the whole United States; and

areas the mouth of the Brazos is logically destined to become one of these new ports and one of ultimate great importance because of the tonnage that can be moved through it and because of its great natural advantages; and

areas the need of competitive ports on the Gulf of Mexico is of vital interest and benefit to the people of all the southwest country because competitive ports are as necessary as competing railway lines in the saving to the commercial interests and consumers in freight rates: Therefore be it

Resolved, That we, the Hannibal Commercial Club, the representative organization of the city, do hereby unanimously indorse and approve this proposed plan to provide Federal aid and funds. 25 feet of water at the mouth of the Brazos, and do urge upon the United States Board of Engineers and the Members of both Houses of Congress the completion of the project in its entirety, and we also urge upon them the pressing necessity of Federal aid and assistance through liberal appropriations for all Gulf coast and harbor improvements.

FREDERICK KASTEIMER, *President*.

Certify that the foregoing is a true and correct copy of the resolutions passed at a meeting of the Commercial Club, Hannibal, Mo., on February 5, 1914.

HARRY A. SCHEIDKER, *Secretary*.

RESOLUTION OF MCALESTER (OKLA.) COMMERCIAL CLUB.

Resolved, By the McAlester Commercial Club of McAlester, Okla., that we heartily approve the order for a survey of the mouth of the Brazos made at the last session of Congress with the view of procuring a depth of 25 feet of water, and we express as the sentiment of this commercial organization, representing the business interests generally of the city of McAlester:

Our confident belief that an appropriation by Congress to secure and maintain a depth of 25 feet of water from the mouth of the river to Freeport will redound not only to the interests of the territory tributary to the Brazos River but all Oklahoma, and that the shipping interests throughout the United States will be greatly benefited by a competitive port on the Gulf coast, which will afford larger and more economical facilities to care for and accommodate outgoing and incoming business by making this locked harbor available.

That we urge upon our Senators and Representatives in Congress earnest support and effort looking to the securing of a sufficient appropriation to insure the success of this important work.

We believe that this much needed improvement can not be too quickly secured on account of the opening of the Panama Canal and the ever increasing volume of business west of the Mississippi, whose only logical outlet after the completion of said canal is directly south to the Gulf.

MCALESTER COMMERCIAL CLUB,
By J. T. GRIFFIN, *President*.
J. L. SHINABERGER, *Secretary*.

RESOLUTION OF BURLINGTON (KANS.) COMMERCIAL CLUB.

Resolved, By the Burlington Commercial Club, that we cordially approve the order for a survey of the mouth of the Brazos River made at the last session of Congress, with the view of procuring a depth of 25 feet of water; and that we express as the sentiment of this commercial organization, representing the business interests generally of the city, that to secure and maintain a depth of 25 feet of water from the mouth of the Brazos River to Freeport will redound to the shipping interests of the country in general and especially in the Mississippi Valley, affording larger and more economical facilities to accommodate incoming and outgoing business.

January 24, 1914.

BURLINGTON COMMERCIAL CLUB,
By C. J. SHERWOOD, *President*.
F. R. HAMMOND, *Secretary*.

R. W. HOCKADAY,
Industrial Commissioner,

Missouri, Kansas & Texas Railway Co., St. Louis, Mo.

RESOLUTION OF STAMFORD (TEX.) COMMERCIAL CLUB.

Whereas it is an acknowledged fact that the entire State of Texas will be benefited by a larger number of ports of entry; and
Whereas Congress at its last session made an appropriation for a survey at the mouth of the Brazos River, with the view of procuring a depth of 25 feet of water: Therefore be it

Resolved, That we express our confident belief that an appropriation by Congress of a sufficient amount of money to deepen the Brazos River to a depth of 25 feet at its mouth to the town of Freeport will redound not only to the interests of the territory contiguous to the Brazos River, but to all Texas, and we express the conviction that the shipping interests throughout the entire State will be greatly benefited by competitive ports on the Gulf coast, which will afford larger and more economic facilities to accommodate the outgoing and incoming business by making this partially landlocked harbor available.

Resolved further, That we urge our Representatives in Congress to lend their earnest support to any measure looking to securing an appropriation sufficient to insure the important work outlined above.

Resolutions adopted by the Stamford Commercial Club at a meeting held at its headquarters September 16, 1914.

JAS. A. WHITE, *President*
HOMER D. WADE, *Secretary*

Mr. W. T. ELDRIDGE, president Sugarland Refining Co., Sugarland, Tex.:

The Sugar Land Feed Co. has just contracted for a million-gallon tank to be erected at Freeport, to be used in the importation of blackstrap molasses. This is a commodity which is produced to some extent in the United States, being a by-product in the manufacture of sugar, and which, like many other by-products, has only recently come into commercial use, being considered for many years as practically worthless; but now, in combination with grains and other products, has become recognized as one of the very best commodities to be used as a basis in the manufacture of commercial feedstuffs, and its use is growing in the United States by leaps and bounds.

There are many millions of gallons of blackstrap molasses produced on the island of Cuba for which no market has existed, and while a small portion is now being imported into the United States many million gallons are annually pumped into the sea and burned, because no outlet exists for this product in proportion to the amount produced by the sugar mills of Cuba.

This blackstrap can all be used in the United States and be combined with oat, wheat, and rice straw, and many other products of the soil, and is being shipped and can be shipped in much greater quantities, as far north as St. Paul, Minn. If we have the whole Middle West, and probably a greater territory, as a field for its distribution, and believe when this service is inaugurated through Freeport that it will mark the beginning of a gigantic import business for that port of entry.

Entering, as it will, into competition with well-established feeds, it is obvious that this business will be essentially one of close margins. So small will be the element of profit that it will only be practicable to make such importations through ports at a minimum cost in the way of wharfage and handling charges, so that Freeport is the logical point for the receipt of this great quantity of molasses seeking an outlet to Cuba.

In my opinion, the Government can well afford to go to the necessary expense to provide the proper facilities at the mouth of the Brazos for the sake of the development that would be assured from the molasses business alone, but in addition to that the Southwest would be largely benefited by having another available port on the Gulf coast, and the jobbers of Texas, Oklahoma, and adjoining States are realizing the extent of moving a portion of their traffic through Freeport, which, I believe, will assume larger proportions right along, and that outbound business, domestic and foreign, can be secured to utilize a steady stream of tonnage destined for the Brazos River. All lines are looking for the cheapest service, combined with prompt and efficient handling.

The Imperial Sugar Co., at Sugarland, imported through the port of Galveston during the year 1913 56,329,585 pounds of raw sugars from Cuba and 5,666,552 pounds from Porto Rico. So far this year they have imported 53,410,974 pounds, having contracted for additional supplies to the extent of about 20,000,000 pounds, and expect to use greatly in excess of the amount imported in 1913 during the present year. Heavy tonnage like sugar naturally follows the lines of least resistance, and constantly seeking to effect a saving in the cost of transportation and handling.

The Sugar Land Railway Co. will very shortly construct its line to a connection with the Houston & Brazos Valley Railway at Anchor, Tex., making the refinery and other interests at Sugar Land much nearer to Freeport than any other receiving point on the Texas coast. They also expect to extend north to a connection with the Missouri, Kansas & Texas Railway, establishing what will be the equivalent of one of the great trunk lines entering Freeport, making it directly accessible to the northern markets and those of the Middle West.

Mr. GEORGE A. TRUMBULL, president Huey & Philp Hardware Co., Dallas, Tex.:
 One of the greatest needs, to my mind, for deep water at Freeport is that competition may be created, thereby enabling cheaper freight rates on the great mass of goods that comes into Texas and the great mass of products that is raised in Texas to get them out. Not so many years ago, it has been within my business experience, that there was only one railroad from Galveston to Houston, and it served the people well—in other words, it took the tonnage that was handled by the ships at Galveston to inland parts of the State. Now we have some six or seven lines of railroad from Galveston up through the State of Texas and at times—at least one-half of the time—there are competitions in moving the stuff out of Galveston to points in the State and beyond. We have had for a number of years two steamship lines from New York to Galveston. One year ago a little independent line undertook to establish itself and the old lines cut the freight rate down to such a point (2 cents per hundred pounds for all classes) that they absolutely killed it. It would seem—now, I am not a railroad man and I am not a steamship man—but it would seem to me on account of what took place in regard to this independent line that it is impossible to afford any competition from New York to Galveston for fear of these old lines. Now, we have a little line established from New York to Freeport that had the nerve, under existing conditions, to establish itself, and the only thing it needs and the only support it needs, in the minds of the people who ship the freight, is adequate water here, that they may be enabled to use their boats and that others may come in. The Ruler of the universe has placed the Gulf of Mexico here and it would seem that the people of Texas ought to derive some benefit from the immense volume of water that is here for transportation purposes; but in my judgment the States beyond our borders have really reaped more benefit from the Gulf of Mexico than the people of Texas have had by reason of the fact that transportation matters have been manipulated.

Mr. BEACH. I would like to ask a question. Is that not more a matter of your railroad commission than of anything else?

Mr. TRUMBULL. I don't think so.

Mr. BEACH. I would like to have that made clear.

Mr. TRUMBULL. I will just cite you an instance. Up until the time of this rate disturbance in 1909 freight rates by the steamship companies from New York to Texas points, when it was materially reduced—and this is a matter of record—that various commodities could move from New York by way of Galveston through the cities of Waco, Fort Worth, and Dallas up into Oklahoma and Kansas cheaper by 50 per cent than they could be moved to Waco, Dallas, and other Texas points. Now, you might ask what has deep water at Freeport got to do with the matter, and, I started out to say, it will create a chance for competition and it will give the State Texas competition, and that is the only thing we need now. I have spoken off the top of my head and I know that you want something definite and it does not occur to me that I can say anything more, but there are several gentlemen here who are old Texas residents who may throw more light on the matter.

Mr. H. H. SHEAR, president Rotan Grocery Co., Waco, Tex.:

This gathering of representative business men throughout the State is calculated to impress you that we are interested in the development of this port. We have been willing to assist by giving considerable amount of tonnage to the independent line that came to this port to encourage competition. We thought we were getting some competition a few years ago at Texas City, but this was destroyed by the larger lines cutting rates that low that it discouraged the competing line to that extent that it was completely sold out, as the rates were that low that they could not afford to operate and were finally absorbed.

Through Mr. Hughes the jobbers of Texas, principally in the hardware line, became largely interested in building up a competing line, and they later on interested the wholesale grocers and other jobbing interests to be interested in the Seaboard Gulf that was making Freeport its port. There are others that have shown a very great interest and appear to be in earnest in their support of this competing line. I believe it is a very good investment even if it holds the old lines to their present rates for if this competition would be done away with, it is quite likely that the

stronger and older lines would raise their rates. I believe it is to the best interest of all the jobbers of Texas and the citizenship generally to do what they can to build up the new port.

Something over a million dollars has already been spent in the development of the Brazos, and this will avail very little if the port at the mouth is not developed to that extent that would permit boats of fair size to enter. Mr. Trumbull and other speakers have covered the ground very carefully and very accurately and I thoroughly endorse everything they have said, and I trust that the showing made to the Government representative, Col. Beach, will be such that he will make a favorable report and the assistance asked from the Government will be forthcoming. If this does give us lower freight rates, it will insure the present rate being maintained. There are large sugar interests near Freeport, the development of which would be facilitated by the deep water, as it lands the raw sugar from Cuba very near their plant and puts them in position to compete favorably with the American and other large refineries.

I thank you for your attention.

Mr. ED. S. HUGHES, hardware dealer, Abilene, Tex., president Seaboard & Gulf Steamship Co.:

I have nothing new to say that has not already been covered in the remarks of Mr. Jones, Mr. Trumbull, and Mr. Shear. I wish, however, to express my sincere concurrence in their views and conclusions.

I have been officially and intimately associated in the operation of the Seaboard & Gulf Steamship Co. for the four years of its existence.

Our stockholders include many of the important shippers and merchants of Texas. They are largely represented here to-day and they can themselves, from their own viewpoint, tell of what value they estimate the services we have rendered and the plans we hope to carry out. It affects vitally the entire mercantile interest of the State.

The shallow water now existing makes it very difficult for us to do what we are undertaking to do. My firm conviction and belief, based on a careful study of the conditions connected with our service is that it is essential for our success that we have access to our own wharves and terminals, free from other corporate control and charges.

We have had a very difficult road to travel; we have met many apparently insurmountable difficulties, and have overcome some of them. I will not endeavor at this time to give in detail the facts from which my conclusions are drawn, but I say in candor that without the ability to use our own wharves and terminals at the mouth of the Brazos, and without the ability to get the sulphur tonnage available at this point in full loads for northbound cargoes, our continued operation is impossible.

The importance of the service we have rendered and are rendering we ask you to judge from the remarks and conclusions of this representative body of merchants and shippers, who are in attendance at this meeting.

Col. BEACH. Mr. Hughes, what is the name of your steamship line?

Mr. HUGHES. The Seaboard & Gulf Steamship Line.

Q. You gave the impression that its stockholders were very largely merchants and jobbers of the State. Is that correct?—A. Yes, sir.

Q. Are there any officers of the company present?—A. I am president of the company; Mr. Warfield is vice president; Mr. Heitmann is vice president; Mr. Jackson is secretary and treasurer; and Mr. Shear is a director.

Q. You spoke, then, as the president of the company?—A. My interest was so much more as the president of the company than I spoke as president of the company.

Q. Your occupation was given as a hardware merchant.—A. That is a fact. My interest in the proposition was so much more on account of my association with the company than I overlooked the other.

Q. I would like to ask when the company first started?—A. The company first started almost four years ago. Its first ship made a trip the following December of four years ago this coming December.

Q. Was the first shipment to the Brazos or was it to some other point?—A. The first trip went to Galveston. We had to discharge at Galveston as we did not have enough water here.

Mr. E. G. WARFIELD, vice president and general manager Seaboard & Gulf Steamship Co.:

Col. BEACH. Was the company organized for the purpose of operating a steamship line to the Brazos River or to any point on the Gulf coast?

Mr. WARFIELD. It was organized to operate to the mouth of the Brazos River.

Q. Was Freeport then established?—A. No. We formerly called the mouth of the Brazos River Velasco. At that time the Houston & Brazos Valley Railroad was

ed by the Seaboard & Gulf Steamship Co., and it was for the purpose of exchanging tonnage with that railroad, together with the natural conditions, that we determined to operate to the mouth of the Brazos. Another reason was because we could afford to pay the charges assessed at Galveston and other ports.

The company has continued to operate to this point since?—A. It has, except the bar did not permit us to enter that harbor.

What arrangements have been made in unloading and taking freight on those sections?—A. We had to go to Galveston or Texas City, the first port we could get into to discharge the cargo.

Who paid the freight in those cases?—A. The Seaboard & Gulf Steamship Co.

You are no longer connected with the railroad?—A. Yes, sir. I am traffic manager of the Houston & Brazos Valley Railroad.

When did that change take place?—A. About two years ago.

You have continued operating since?—A. Yes, sir. We have. At that time we were operating only one vessel. Since that time we have purchased the steamer *Rebec*, giving us approximately two sailings a month.

Your president stated that the stockholders of your line were very largely merchants in the interior towns of the State interested in obtaining their goods at as low a price as possible. Could you file a statement to be incorporated in this hearing, giving names of the representative stockholders of that class?—A. We can.

You have no opposition to filing that?—A. None whatever.

I think it would be a very good plan to do so. I think it would be a very good plan also if you would file a statement showing the difference in freight rates and the charges by coming to this point and other points?—A. I will be glad to do that, sir.

When can you do that? How soon can you send that to Col. Riché?—A. Within a week.

Just send that to Col. Riché at Galveston.—A. I will, sir; and any other class of information that you might wish.

BEACH. We will let you know.

BEN B. CAIN, president of the Texas Business Men's Association, Dallas, Tex.:

Following your suggestions that we avoid repetition, I shall have necessarily to content myself with what I have to say more to some general features than to any definite information. I want to say, however, that I concur in all that has been said which reflects the facts pertaining to this port. I think the dominant thought in our economic life to-day is the necessity of the elimination of waste, which is just another term or expression for efficiency in all lines of industry. The thought that I have in my mind is that it would be an economic waste and would condemn this Government if this port should be abandoned under present conditions. My understanding, sir, is that the Government has already expended more than a million dollars on the Brazos River between this place and the mouth of Waco, and for this part of the river it is proposed to make additional appropriations. In addition to this, by private enterprise and by the Government appropriations we have spent more than a million dollars at the mouth of the Brazos, so that the abandonment of this project—and there is an abandonment, if it is not now improved, under present conditions—would seem to me to be the waste of over \$2,000,000, and I want to present that thought. We have some 375 to 400 miles of coast line in Texas and we have one port of importance serving the greater portion of Texas and that is the port of Galveston. I know that at this time the port of Galveston with such other facilities as we have is unable to serve the commerce that comes to the Gulf, and the situation will be in the future one can easily guess from a few facts that I want to present to you. We have 164,000,000 acres of land in the State of Texas alone, 60,000 acres are under cultivation, and it is a conservative statement to say that 100,000 acres additional lie awaiting the development which we may expect will come as the years go by. In 1912 we had a fair cotton crop. I don't think it was beyond an average cotton crop, yet the lines between Houston and Galveston imposed an embargo to the interior lines stopping the inflow of cotton to the Galveston and the result was that the railroad lines in the interior were compelled to load the cotton which they had, standing these cars in the sidings which they found available on their lines in different sections of the State, and that has resulted in suits against the cotton-carrying road in north Texas, these suits being founded on alleged delay in shipment of cotton through the port of Galveston. If there is a loss here it is an economic loss to the railroads of the State and to the citizens of the State, because inasmuch as the railroads are damaged the citizens are damaged, as their interests are affected, the railroads being part of the industrial body of the State.

Another thought that presents itself to me is that we are rapidly developing in the States of Oklahoma, Kansas, Nebraska, Colorado, New Mexico, and part of Missouri, all are coming to the Gulf for their export shipments.

It is natural to expect that they will increase in population and in trade production as we do in Texas. Therefore, the demand for additional port facilities in this State must increase in proportion to the development of this great section of our country.

Another thought which I present to you of a vital nature is that the opening of the Panama Canal will increase all tonnage of exports. Your idea as to the increase is perhaps better than mine, but it will be greatly increased.

Again, it may be a thought that is farther than you want to consider, but I think it worth consideration, and that is that we are next to the Republic of Mexico. We find the advantage of Galveston, 425 and 600 miles from Tampico and Vera Cruz respectively, is ideal for the Government, under present conditions, and whether Mexico establishes a government for itself, or if we have to establish it for her, it will throw a great deal of commerce in this direction—through our Texas Gulf ports.

And lastly I want to emphasize the saving to shippers of the State by the salvage that occurs from the Freeport facilities. Mr. Warfield has explained to you the increased charges which are necessary when a Freeport shipment has to be diverted to Galveston or Texas City, and you ask a very pertinent question: "Who pays the freight?" Mr. Warfield answers: "We pay the freight." They did pay it that time but if that is a continuous thing the merchant would pay that freight, and it will eventually be loaded on the people. It is an economic question. Whatever is saved in transportation rates is saved to the people as a whole.

Col. BEACH. There is one matter, Mr. Cain, that you mentioned, the fact that the railroads placed an embargo on the shipments of cotton to Galveston, but you did not explain how that matter affected the port at the mouth of the Brazos.

A. If we had a port at the mouth of the Brazos we would have somewhere else to send that cotton.

Q. Why did the railroads place an embargo on cotton?—A. I believe there is only 5 miles of wharfage in Galveston, and they did not have the facilities to handle it. I will say here that I am manager of a small line of railroad in the interior, and I sympathize with that notice myself, and I am a defendant in several suits for the necessary delay.

Mr. P. F. COMBS, secretary Velasco Commercial Club:

I have a letter from the Velasco Commercial Club which I desire to submit as part of the record:

RESOLUTION OF VELASCO COMMERCIAL CLUB.

Resolved, That the Velasco Commercial Club hereby most heartily indorses and approves the proposed improvement providing for a depth of 25 feet of water through the jetties and on up the Brazos River to Freeport; that for nearly 20 miles from the mouth the Brazos River has an average natural depth varying from 12 to 20 feet; a width of 400 to 600 feet; that an appropriation much less than amounts expended on other Texas ports would make of the Brazos River the finest landlocked harbor on the Texas coast.

Resolved, That as the great Mississippi Valley pours its immense wealth through the mouth of the Mississippi River, so will the valley of the Brazos become developed until its unlimited resources will build up a great seaport city at its natural outlet at the mouth of the Brazos; be it further

Resolved, That the citizenship of Velasco, through their commercial club, doffs hats to the enterprising gentlemen who are uncovering the hidden treasures of Mother Earth, building up an immense tonnage for a great port at the mouth of the Brazos River.

Done at Velasco, Tex., this June 22, 1914.

W. D. GRAHAM, *President*
P. F. COMBS, *Secretary*.

Mr. E. P. WILMOT, president Austin National Bank, Austin, Tex.:

I am not the representative of the commercial club, nor of the Young Men's Business League. Mr. Palm, I believe, is here, representing these organizations. My understanding is that they are deeply interested in the establishment of a port at this place. They feel that it is necessary to have more competition—more outlets for the products of the State.

To my mind, the project of making Freeport the largest deep-water port in Texas is the most important undertaking that has come before the citizens of Texas at the South in many years. It would be important at any time, but just now it is at the psychological moment that makes it mean far more than it would have meant a few years ago or that it may mean a few years in the future. The Panama Canal has just opened the way for the merchant vessels of the Pacific and of the world. These majestic cities of the ocean, with their cargoes of priceless freight and passengers,

keen, inquiring minds, will glide up to our very doors, asking a place to display their wares. Shall we be lacking in hospitality? Their voyage from San Francisco to New Orleans is some 9,000 miles less than formerly. Sydney, Australia, is 10 miles closer to Galveston than before the canal was opened. New Orleans and Galveston need not get all the benefits of this shortened route. Freeport is one of the best natural deep-water harbors on the Texas coast. Its development as the largest deep-water port in Texas means more than deep water in itself. It means ample wharf accommodations, gigantic elevators, and other accessories. It is getting thousands of dollars into circulation. Every man, woman, and child here as will eventually reap the benefit of this investment. The multiplicity of means the more rapid movement of the crops. The Missouri, Kansas & Texas Railway, with its thousands of miles of tracks to the north, through Texas, Oklahoma, and Missouri, will alone bring sufficient tonnage to tax the capacity of this in the course of a few years.

The opening of the Panama Canal brings to Texas and other Gulf States the opportunity for commercial expansion that comes only once in a hundred years or more. Increase of shipping means of necessity an increase in seaports. A live seaport is a center from which commercial activity radiates to the remotest parts of the State. Every seeing business man realizes that the commercial map of the world is going to be radically changed within the next generation. Cities that have held the balance of power will have to give way to ports and towns that will now intersect the richest routes of the world. The readjustment will not be sudden, but it will surely come, and the towns and ports that make ready to take care of the trade that comes and that invite still more will be the ones that survive and prosper. While the commercial map of the entire world will be changed, it is the Gulf States that will feel the increased business activity the most. The great Mississippi Valley, the breadbasket of the world, will pour its golden products out through the Gulf ports and reach to the ends of the earth with great saving of expensive transportation. Growing nearer home, Texas produces a large part of the cotton supply of the world, and we are proud to boast of Galveston as the largest cotton seaport in the world. Texas produces more cotton than any other country. The farms of Texas number 417,770, more than any other State in the Union. Texas farms produce \$662,598,000 worth of crops. We have over 27,360,000 acres of land in cultivation and over 112,000,000 acres available for cultivation. Thus it can be readily seen that the uncultivated area of the State could support the entire population of the United States, using as a basis of calculation 2 acres per capita, the world's average.

It has been conceded from the first that the completion of the Panama Canal meant a great increase in commercial expansion for all the country adjacent, and that Texas was particularly well situated for the maximum benefits resulting. To develop this potentiality means to hold out our hands for our share of the benefits and in turn distribute them over the entire State. To develop this spot, foreordained by nature, is to lay the foundation for future commercial prosperity that will not reach its fruition in this generation, or even the next, and it is my opinion that if this development is fully and carefully considered it will result in a speedy and successful realization of the plans involved.

A. HEITMANN, president F. W. Heitmann Co., hardware and supplies, Freeport, Tex.; vice president Seaboard & Gulf Steamship Co.:

It will be of interest to know how I came into the steamship business. One of the chief features of merchandising in Texas, as much as any other point, was to get better transportation facilities. We found, on account of the crowded facilities at Galveston, a congestion caused by a big crop not only held back business, but delayed in various ways, and, as my predecessors have said, brought on damage suits with the result that all of which has shown the importance of more ports in Texas.

When I first went into the Seaboard & Gulf and joined these gentlemen as a stockholder to help them along I was very much criticized by some people in Houston. I have always taken a broad view of the matter, and think that the more ports there are in Texas the better it is for all of us, so that is one reason why I became interested in this line to run between the Brazos and New York.

The Seaboard & Gulf has demonstrated the necessity of having competitive steamship lines to the Gulf, and it has also shown us the wisdom of starting that line and the necessity of having an independent competition free from the alliance with the existing steamship companies that are now plying between New York and Texas. It was this which caused many to become interested in the Seaboard & Gulf, and those who did not become stockholders gave their support in tonnage as far as they could. Considering the infrequent sailings of the one boat that we had in service, the uncertainty of the sailings of this one boat made it impossible for many shippers

to give us their business, and that business went to the big lines that came into Galveston.

This went on until we secured a second boat, which relieved the situation. I believe these boats had to go to Port Arthur and Texas City, Aransas and other points, account of not having a sufficient depth of water at the mouth of the Brazos.

I believe with the deep water at the mouth of the Brazos it will be a permanent line and will be for the benefit of the people of Texas in general.

Something was said about lower rates. As merchants we are more interested in stable rates than we are in lower rates. We want equitable, fair rates, so that transportation will be paid a living price.

One point hasn't been covered, and that is that the State of Texas in the last census showed 4,000,000 population. I expect that many of us will live to see the day when we will have four or five times that population, and as the population increases products increase and will mean a larger tonnage outbound and inbound to maintain this population. It therefore shows the necessity for more ports. This tonnage will not be a drop in the bucket to what we will get in a few years, should we get 25 feet of water at Freeport.

These remarks about cover what I have got to say. I do hope that 25 feet or more will be obtained at the mouth of the Brazos at once, so that steamship lines can come in and move out successfully. The only way for this steamship company to make success is to get a return cargo. If we can not get 25 feet of water here and in the very near future, so that we can get return cargoes from here, the lives of the steamship lines will be still further remote; but with the sulphur that is now produced here for return cargoes it will be possible for more boats to be put on, and the more boats we have the greater advantage to the shippers. At present the smaller shippers who want their goods quick can not afford to use our line, as quicker service can be had by the old line of steamers.

Mr. E. A. PEDEN, president Peden Iron & Steel Co., Houston, Tex.:

I came down here as a visitor to-day, not expecting to be called on to say anything, but it affords me great pleasure to stand before you and express my tremendous surprise and pleasure at what I have witnessed here to-day as to the development that has taken place in the last few years and at what I firmly believe I see of promise for the future.

Our company has patronized the Seaboard & Gulf Steamship Co., not as much as we would have liked and not as much as we will do in the future, because in the past their sailings have rather been too infrequent. But the larger the tonnage the more frequent their vessels ply from port to port, the more we and the dealers and merchants in Texas can afford to patronize them.

A merchant to do business as far away from the sources of supply as we are, must have his stock on hand if he expects to get a fair share of the patronage. We must satisfy our customers by telling them the goods are on the way. And if the port is improved, as we hope it will be, those sailings will be more frequent and the tonnage, no doubt, will be very much larger.

Something has been said here in reference to the congestion at Galveston. I would like to emphasize the fact that it is frequent during the cotton season. The times with the congestion there that it takes longer for us to get our freight over the intervening 50 miles between Galveston and Houston than it does to get it from New York to Galveston, and every merchant in Houston, I am quite certain, will welcome and greatly welcome an additional port this near by.

Another matter that has impressed me while I have listened to the testimony and the remarks of Mr. Jones is the modesty of this request that they are making of the Government. I expected to hear them ask for a great deal more, and I am not a prophet nor the son of a prophet. I am very earnest and very sincere. I say that I believe for the small amount requested, if it is expended judiciously, as it will be if expended at all—the return to the Government and to the State of Texas will be greater than for any similar investment the Government can make anywhere on the Gulf coast or elsewhere.

Gladly do I join in what these gentlemen have said and express the hope that the Government, as a result of this hearing to-day, will grant the petition that is being heard.

Col. BEACH. Referring to the congestion at Galveston, I would like to ask whether that congestion is due to the inability of the ships to load or unload promptly, or to the railroads' inability to carry the goods away from the ship?

Mr. PEDEN. I believe, from what information I have had, that it is a combination of both.

BEACH. You see the two causes are quite different—one may be the fault of the boat and the other may be the fault of the railroad.

PEDEN. The congestion at times is terrible and both the steamship companies and the dock company are taxed to the utmost and in spite of their best efforts disappoint us. Another port this close will help us.

WARFIELD. The annual congestion at Galveston during the cotton season is caused by the inability of the railroads to deliver promptly to the Galveston Wharf who in turn make delivery to the steamship, and frequently results in notices to the railroads to their cotton friends up in the country not to send down any cotton, and it is a combination of circumstances that brings about this congestion—all due to the fact that there is not sufficient terminal facilities to care for berths, slips and not enough space on the dock for the railroads to unload the cotton.

BEACH. Where is the room lacking—in the train sheds, so that they can't take cotton to the steamships, or in the warehouse at the slips, so they can't get the cotton from the car to the vessel—or how? In New Orleans the trouble there is due to the lack of warehouse facilities and of switching space. The cotton will be unloaded from the cars and placed on the warehouse floors. The warehouse floor will be full in the morning. At 7 a. m. the steamship begins to load cotton and the railroads begin unloading as much as possible. By 2 o'clock in the afternoon the vessel has taken all that was on the warehouse floor and what was put on and has to stop unloading, while the railroads keep on unloading cotton on the floors and sometime during the night they stop, so that the thing begins over again in the morning, and the result is, as I say, due to the lack of warehouse facilities and because of the inability of the railroads to run their cars in fast enough for unloading. Now, where is the trouble in Galveston? Haven't they got enough switching space, or can't they get the cars to the vessel, or what?

WARFIELD. They haven't enough switching space. They can not get the cotton to the vessel because they haven't a place to unload the cars, and, in addition to that, the vessel is lying out in the stream waiting to get into the dock.

There is no reason for that to happen in Galveston, as Col. Riché pointed out yesterday, that there is a great deal of front for dockage purposes if they want it.—A. I know there is a large amount of unimproved space in Galveston, but the fact is that this congestion is an annual occurrence—running from three to six months and the merchants of Texas suffer severely by it, and they, therefore, don't we get another port to handle this business?

BEACH. I would say, in regard to that matter, from some letters that I have received and some that I have seen, that I have an idea that the officers of the Missouri, Kansas & Texas Railway are interested in the development of that port—now they have two Galveston wharves—and I would like to ask if there is any officer present who can throw any light on that fact?

W. A. WEBB, general manager Missouri, Kansas & Texas Railway, Dallas:

I have here to-day Mr. J. H. Hill, president of the Galveston, Houston & Henderson, which is our Galveston extension, and he is about the best-posted man in the State about conditions there, and I would like Col. Beach to call on him to make a statement of facts regarding conditions at Galveston.

BEACH. We would like to hear from Mr. Hill.

(Mr. Hill not present. Mr. Hill being paged.)

BEACH. Mr. Jones, while they are looking for Mr. Hill there is one other fact which I would like to have information. Mr. Peden touched on it when he spoke of the modesty of this request. Now, there is a question regarding the establishment of a port at this point which is entirely from an engineering side, and that is, the amount of silt which the Brazos carries and the deterioration which would result and the expense which would be involved in keeping the channel open. Instead of avoiding that, the question naturally arises as to whether it would not be better for the Government to provide a channel through which barges could be run to the nearest well-established seaport. The Government is constructing a canal, as you know, along the entire Gulf coast and has built the line along the Texas coast, although too shallow for use which the waterway will eventually have, and I would like to ask for information on the point as to whether the products of this country could not be barged to Galveston and shipped from Galveston, and the reason; why not?

C. A. JONES. As to the matter of the modesty of the request, we are making no appropriation for specific amount for this improvement, as this, together with the matter of the river, is a condition for the United States Engineer Department to handle and analyze in connection with other problems of the situation—being matters of

expert knowledge. There is a physical possibility of barging commerce from an Galveston, but it would be at such a tremendous expense that all benefit of the of this port would be lost and the added cost of sending traffic through the canal barge would be an added cost for every ton; would be prohibitive and prevent port from being of its present material assistance to the shippers and business of State.

Col. BEACH. I was a member of the Board of Engineers that reported on the of canal. We recommended a least depth of 7 feet. We were overruled in Washington and a depth of 5 feet was adopted. Now, I would like to ask if you could handle your business on a 5-foot depth?

A. No, sir.

Q. Could you handle it on 7 feet?—A. No, sir.

Q. What depth do you think would be necessary?—A. I do not think any depth would answer. I believe 25 feet is necessary. We are unable to profit handle the business at this port on the depth we now have—18 feet.

Q. I was asking on the barge channel to Galveston or a barge channel to Aransas Pass?—A. This would result in the necessity for a division of cargo, extra handling and expenses, and could not be commercially operated on a profitable basis.

Q. I was asking if you could handle it on 5 feet?—A. The expense would be prohibitive.

Q. Could you give me a statement as to what the expense would be?—A. I cannot give it offhand. It would be a matter of inquiry into the costs of handling canal boats of light draft with attendant additional expenses and handlings as opposed to ships. I would be glad to try and give you this information later.

Q. I would like very much if you would make an estimate of what it would cost you—what the additional expense or the percentage of expense—or the additional cost per ton to barge the products to and from Galveston on a 5-foot canal and on a 7-foot canal and send it to Col. Riché.—A. I would be glad to undertake it and do the best I can with it.

Q. That is a question that will arise. The question will come up in Washington, I am sure.—A. Are you referring to our business or the business handled through this port?

Q. I would like to have as clear a statement about that as possible for, as far as before, that is a question that is bound to arise in the consideration of this matter in Washington, and it would be just as well to have that information on hand?—A. I would be glad to have something on hand, as soon as an estimate of cost can be prepared.

Mr. A. L. REED, traffic manager Sanger Bros., Dallas, Tex.:

I want to answer one question Col. Beach asked this afternoon. He asked Trumbull if it wasn't the fault of the railroad commission.

Col. BEACH. I didn't put it quite that way. I asked if it could not be settled by the railroad commission.

Mr. REED. The rates made by the railroad commission are standard and do not change as a whole; an occasional change in the rate on some specific commodity does not affect what is known as the through-class rate. The steamship companies adjust their port to port rates so as to make the through rate from New York to seaboard territory to Texas common point bear a relative position to the rate from middle western territory to Texas common point. For instance, the rate from New York to Galveston, first class, via Morgan Steamship Line, is 75 cents; the rate from Galveston to Dallas, which is prescribed by the Texas Railroad Commission for first class freight, is 87 cents. These two rates will make what is known as a combination of locals from New York to Dallas. A glance at the steamship companies' tariff rate will show that it is also \$1.72. This rate is made so that freight from well-known territories will move by water and the remainder will move via rail. Whether this is a result of an agreement between water-and-rail carriers I can not say; nevertheless the water carriers' rates have heretofore up to the time of independent competition been so adjusted as to move certain freight from defined territories by water and the remainder via rail. Cheaper water rates from New York to Texas would undoubtedly move a larger quantity of traffic through these gateways, and the only manner in which we may hope to establish cheap water rates is by active and honest competition.

Col. BEACH. It is a well-known fact that your State railroad commission does not follow the schedule to meet particular cases. For instance, if the Government desires to buy cement for its public works, such as the locks on the Brazos and the locks on the Trinity, it is met by the conditions that the cement companies of Eastern States bid such a price if the State railroad commission maintains the present

cement, but if the State railroad commission changes the rate on cement the price will be so much f. o. b. Galveston plus the changed rate.

Mr. REED. You are referring to the rates on particular commodities, which move under what is known as the commodity rate. The basis of all freight rates and of all these commodity rates is the class rate. The first-class rate from Galveston to Dallas is 87 cents.

Col. BEACH. The large amount of goods move under class rates. Can you not also get commodity rates?

A. All the rates governing traffic could not be possibly made into commodity rates. Commodity rates usually apply from one specific point to another and very seldom apply in the opposite direction. They are most always made to meet some condition of competition and do not apply to all traffic in general. Class rates, on the other hand, will apply in any direction and on all manner of traffic. It would not be possible to place all rates in what is known as the commodity tariffs.

Col. BEACH. The great beauty of railroad rates is that you can not get them all in the classes.

A. They are all originally in the class rate, and sometimes a commodity rate is made an exception to meet some peculiar condition between specific points, but a commodity rate does not apply on all traffic in general of a similar nature. I mean by this, a commodity rate on cement from Galveston to San Antonio would not apply to cement from Houston to Dallas, but a class rate from Galveston to San Antonio on cement would be applicable from Houston to Dallas in proportion to the mileage distance.

Q. Is that a question that would have anything to do with the Seaboard & Gulf Steamship Co.? How does that question come in on the charges?—A. Yes, sir. Take, for instance, the first-class rate of the Seaboard & Gulf Steamship Co., which is 55 cents for first-class freight, as compared with the Morgan Line freight rate of 75 cents for first class. Both of these rates apply from New York City proper to Texas seaports, Galveston, and Freeport, respectively. The rate of the Seaboard & Gulf Steamship Co. will allow freight from a larger territory in and around New York to move via Freeport than will the rate of the Morgan Line, and thereby create a larger water tonnage through this port. I mean by this that the steamship freight rate is more or less a determining factor as to how the freight shall move from the eastern territory. Another feature of charges at Galveston is the forwarding agents, which we have found necessary to maintain and which is not necessary at Freeport. We have in the courts now a litigation which further tends to burden commerce through Galveston with what is known as the loading charges for wharf freight. All of these things are not now necessary at Freeport.

Q. Do these forwarding agents represent the steamships or the railroads?—A. They represent the shippers.

Q. To whom are those charges paid?—A. They are paid to the forwarding agents.

Q. And you can not get either the railroads or the steamship companies to send your goods through Galveston without such a charge?—A. That is right.

Q. How has that custom grown?—A. It grew up when the Texas Steamship Co. got into business, and the requirements made it necessary to send our business to Galveston and rebill it. We do the same with the Seaboard & Gulf, and there are no forwarding charges.

Q. Is that forwarding charge on all goods that come through Galveston?—A. It is on all classes.

Q. I would like to ask one other question. Is that forwarding charge an important one? How much does that amount to, Mr. Reed?—A. It amounts to about \$150 a month.

Q. How much on a ton?—A. It amounts to a cent a hundred.

Q. How long has that been going on?—A. Since 1908. Before that the freight went through billing.

Q. Who are these forwarding men who take the forwarding business now? Are they brokers?—A. They are, most of them, men who have business as brokers. Some of them have stevedore companies.

Q. Do I understand you to state that you can't have your goods forwarded to Dallas without paying that charge?—A. Yes, sir; by paying about 20 cents more a hundred.

Q. FELIX JACKSON, secretary and treasurer Seaboard & Gulf Steamship Co., Freeport, Tex.:

Colonel, I don't know that I can add anything very much to what has been said, but I give you a small history or account of how the Seaboard & Gulf came into existence.

Col. BEACH. Would be glad to have that.

Mr. JACKSON. Mr. Hughes and myself own the Houston & Brazos Valley Railroad Co.

The Texas City Steamship Co. started operations at Texas City at the time when there were no rates in existence to the interior of Texas, except these through rate which Mr. Reed has just mentioned. Immediately when they started operation the old lines put in effect port-to-port rates which made up a combination with the railroads from Galveston to the interior much cheaper than the through rate. Of course, that combination varied as the charges that were made in the port-to-port steamship rate. If they were lowered, they lowered the combination to the interior. That developed into quite a steamship war, and rates were very low. I suppose the average through rate on that combination would, at the time it was at its lowest have been 40 to 50 per cent lower than the rate existing before the rate war started. Mr. Warfield at that time was traffic manager for the Mallory Steamship Co., and he can probably tell you more about that.

When the Mallory Co. bought out the Texas City Line it was immediately announced that all these rates would be advanced. The shippers of Texas had a right to assume that in a short time these advances would restore the rates back to their recent figure. They looked over the matter and it was fatal to their interests, and they called a meeting in north Texas looking to the establishment of a steamship line, to be backed and owned by the Texas merchants, and they finally accepted a proposition from Mr. Hughes and myself to accept this as their port and take the Houston & Brazos Valley Co. into their organization. In looking around for the best talent that they could find to handle their affairs, they chose Mr. Warfield as manager—a man of possibly the broadest experience of any traffic man in the steamship world at that time.

It wasn't a question with the merchants in organizing this company as to whether they were going to make money out of the enterprise, and it wasn't a question with them to see how low they could get rates; but the uppermost question in their mind was to be in at the rate making, to have a hearing to which they were entitled, and have at all times equitable rates.

It developed during the period that we were operating only one boat; that not on the advance that had been announced at the time the Texas City Line was withdrawn was withdrawn, but that there were very few advances made after that, and now the whole rate situation from Seaboard territory to the interior of Texas is possible an average of 20 per cent less than it was for 20 years prior to that time.

It is a fact, Colonel, that the Seaboard & Gulf Co. saves in controlling its terminal at this port, I would say, an average of 50 per cent per ton. That is made up in the base of rates. If they had to go to Galveston and pay out that 50 per cent they would have to put it on the shippers of Texas. There would be no other way out of it. They would lose the business they want and they would have to go out of existence.

It is absolutely necessary for the existence of the Seaboard & Gulf Steamship Co. that the port of Freeport be opened and kept open, and it is necessary that we have depth of water that will enable us to move the northbound commerce that originates here.

It is not a question of the saving on rates on the small amount of tonnage that move by our two small boats, but the great question to the Texas merchants, and the one that has brought them to this hearing, is the saving on rates on the immense tonnage—some 60,000 tons per month—that moves by other lines; and they know full well that if we should retire from the field to-day that those old rates would be advanced to the old basis. This is why the Seaboard & Gulf has come into existence and the development of this port is absolutely necessary for this company to stay in existence.

Col. BEACH. Could you give Col. Riché a statement inside of a week of the effect the Seaboard & Gulf had on rates?

Mr. JACKSON. I would suggest, Colonel, that Mr. Warfield give you a list of rates that were in effect in 1908 by the old lines on all classes and some commodities and the rates that those same lines are carrying to-day, showing the difference. I will set it out so clearly that you can easily see the effect due to the Seaboard & Gulf operation.

Q. Does the Seaboard & Gulf issue through bills of lading to interior places?—No, sir. Only from port-to-port bills of lading.

Q. There are no forwarding charges from this port?—A. Yes, sir. There is a nominal charge made of \$1 per car.

Col. BEACH. Mr. Reed, I presume that the firm of Sanger Bros. obtain a good deal of goods direct from Europe?

Mr. REED. They do, sir.

Q. Could you furnish Col. Riché with a statement as to the cost of freight rates per ton on the goods received from one or two of the principal European ports—also the cost of the goods from New York on through bills of lading—also on the freight rates when you pay the forwarding agent?—A. Yes, sir.

Q. What I would like is a statement this way—showing the comparative cost to the merchant in Dallas upon freight from a European port and of freight from New York—that is, when I say freight, the total carrying charges from points of origin to destination—from a European port until it arrives in Dallas and from New York to Dallas, both by local and through bills of lading?

Mr. REED. Both through Freeport and Galveston?

Col. BEACH. Yes, sir. So that we can get a good comparison.

Mr. J. H. HILL, vice president and general manager Galveston, Houston & Henderson Railroad, Galveston, Tex.:

Col. BEACH. Mr. Hill, there have been statements made this afternoon concerning the congestion that exists at times at Galveston, and I would like very much if you would tell us the cause of that congestion—to what it is due and what in your opinion could be done to remedy it?

Mr. HILL. Congestion exists at all ports at some times. I have been in Galveston 15 years and have had three congestions. Two of those congestions were due to lack of ship tonnage. One congestion was due to a strike of switchmen right in the middle of the season. When we got behind we could not catch up.

Col. BEACH. The lack of ship tonnage?

Mr. HILL. Yes, sir. The matter of congestion might be said to have been due to lack of ships. It is often due to the people rather than the railroads. The shippers are contracted for delivery, say for the last half of November—market conditions make it favorable for them to buy earlier and they have shipped in advance of their contract dates to Galveston and then expect the ship agent to take care of it. The ship agent having made his arrangements in accordance with the contract date finds himself with cargo that he is unable to take care of, consequently his wharf gets congested and we have to hold cars. That is not really due to the railroads, lack of facilities.

As regards the possibility of avoiding congestion there are so many figures that enter into a question like that. Now, last year we anticipated that we might have a recurrence of the year before when we did have a serious blockade in Galveston, even thousands of cars were held up. That was all due to an overbooking of cotton on the part of the ship agents. The rates were very high, 60 to 65 cents, which were very alluring to the ship agents to book more cotton than they had ship tonnage for to get ship tonnage later. Last year I put in 12 miles of trackage in anticipation of congestion—this cost me \$133,000, and I have not had one load on the 12 miles. That was due to the extreme weather conditions that destroyed such a large portion of the Texas cotton?—A. We will probably have within 1,000,000 bales of it, one and a half million bales less than we expected. As I said before, I had put in 12 miles of trackage, and the other railroads did the same thing on a smaller scale. As regards the congestion at Galveston—all ports have it. New Orleans is referred to as the "city of blockades." I don't think the city of Galveston is sufficiently congested to congestion that it should cause any comments.

The statement was made that the railroads sent out circulars not to forward more cotton to Galveston?—A. Yes, sir; in 1913.

It was the winter of the 1912-13 season?—A. Yes, sir.

The congestion was caused by what?—A. The lack of ship tonnage. We could have delivered twice as much if we had had the ships. There was a scarcity of ships all over the world. The rates were never higher. And when that condition obtained we might have all the facilities in the world and still get blockaded.

Did the railroad send the notice individually or was it sent by the traffic association?—A. It was sent out by each operating office according to the condition over its own line.

Is there enough trackage in Galveston to handle the freight that goes to and comes from the ships?—A. Yes, sir. If there are enough ships to take it we have 50 per cent more than is necessary. If the ships do not come and the shipments continue coming in there is no port in the United States that would not be blockaded, and I might say that under normal or reasonably abnormal conditions Galveston is well supplied. I have side trackage on Galveston Island of about 50 miles; the Texas & Pacific has about 30; the Trinity & Brazos Valley has about 26; the Galveston, Houston & Henderson has about 33 miles. In other words, we only use our maximum facilities a few months in the year, and the other months they remain idle, but we try to always

provide for our maximum. I think at Galveston the congestion is not caused by the facilities but is on account of lack of ships to meet the requirements.

Q. I stated before that I was under the impression from the letters which I received from some of the officers of the Missouri, Kansas & Texas, and also from some other that I received, that they were interested, considerably so, in the establishment of a port here at Freeport, and as the Missouri, Kansas & Texas had access to the seaboard and to the good harbor at Galveston, I thought some representative of the road could throw some light on that matter?—A. If I fully understand your question—

Q. I was asking why the officers of the Missouri, Kansas & Texas were interested in the establishment of a port at the mouth of the Brazos when they already had access to a port at Galveston?—A. I am unable to read their minds.

Q. They haven't taken you into their confidence?—A. No, sir.

Q. I didn't know but that there might be some questions in that regard bearing quite materially on the effect of establishing a port here.—A. It would be purely speculative on my part.

Col. BEACH. Of course, we didn't expect you to answer, if you didn't know definitely.

Mr. A. P. FOUTE, vice president Boren-Stewart Co., wholesale grocers, Dallas, Texas.

I can only emphasize the remarks already made, and concur fully, and there are just two facts I might bring out; first, in our line of business the commodities are largely perishable, and we can not hold them at any port for any length of time without possible loss.

I was rather skeptical of Mr. Warfield's steamship proposition, but believe it will be entirely successful if this port is opened, as has been requested here. Mr. Warfield, in talking to me about his proposition, has been frank in reference to the water conditions here being uncertain, and knowing the conditions in Galveston being so near impossible for any independent steamship line, I felt it was problematical as to the success with a steamship company.

We are not connected with it as a stockholder, but have watched its career with interest and have given it business when we could. We tried to support them, as we wanted the venture to be a success. I think that with 400 miles of coast line in Texas it is absolutely necessary to have two prominent ports or more. I don't believe we could ever maintain competitive conditions on steamship rates in Texas under present conditions with practically only one port. We do not want cut rates or unnecessarily low rates. We want reasonable and stable rates. Any other conditions would be unsatisfactory to us.

There was a question, Colonel, that you asked Mr. Jones, that I want to say a few words about, and that is, about barging from Galveston to this port. Speaking about our own individual business, this would be entirely impracticable to us to give business through this port on a barge basis, as we already have enough delay, and could not stand the delay necessary in barging.

As an illustration of increased business through this port, when we get the Panama Canal opened, our tonnage from the seaboard territory, New York and Baltimore, is probably annually 100 cars. With the opening of the Panama Canal we could move our entire western coast business this way, which would be about two or three times as much as our eastern business. We are going to increase the tonnage of our business by water in this way through a Texas port that has heretofore been moving by the continental railroad.

The question of competition is paramount in my mind, and has been ever since we had the Texas Steamship Co. show us they could at some profit handle freight from the seaboard a good deal cheaper than we had done previously. It gave wonderful possibilities to the people of this State, and certainly enabled the consumers in the entire section to buy more at a less price. I do not know that I have anything further to say than I have already said.

Col. BEACH. You made a statement that you were not a stockholder in the Gulf Board & Gulf Line, and that it was impossible to establish a line to Galveston.

Mr. FOUTE. In my judgment it was impossible to establish and maintain a steamship line to Galveston on account of the conditions prevailing there regarding channels and regarding conditions that have always been there, and through that port there have nearly always been the same.

Q. What special conditions?—A. No competition through Texas ports. The only competition previously was through a line to Texas City, and that was absorbed by a line that entered Galveston.

Q. In other words, you maintain that there has been a combination to maintain the line by the steamship companies that enter Galveston?—A. I do not say that there was a combination, but the effect has appeared that way. The Lone Star State Line attempted a number of years ago to operate through Galveston and made a failure.

I would like to ask Mr. Hughes or Mr. Warfield as to what guarantee the United States would have if it spent a million or two for improving the harbor here that the Standard & Gulf would not sell out at the first opportunity at a greater profit than they have made in running the business for 10 years themselves?

HUGHES. If the United States will get behind us we will give them any kind of guarantee they want.

W. A. WEBB, general manager Missouri, Kansas & Texas Railroad, Dallas, Tex.: Attention was first directed to the Freeport proposition by reason of trying to get northbound tonnage for our trains. Our traffic divides itself in the proportion of one-third north and two-thirds south bound, and we found that the new steamship line that is operating here was controlling a large amount of tonnage and we were getting none of it. In an effort to control some of this tonnage, after negotiations we became interested in the establishment of this port. Another reason is that the owners of property at Galveston have advanced values to such an extent that anyone desirous of locating warehouses, unless they are very rich financially, has found it impossible to put warehouses at either Texas City or Galveston. There is a very keen demand at the present time on the part of a large number of small merchants. Such firms as the American Steel & Iron Co., who own large warehouses, have decided advantages over the smaller firms, and these smaller firms desire to establish distribution warehouses at some point on the coast from which they can make shipments to the interior parts of the State. We felt that this demand would certainly result in the development of a port which would give the necessary facilities for the erection of such warehouses, and it seemed to us that the Freeport proposition, with the comparatively deep water and the sulphur tonnage (some of which we hoped to handle) and also the development of the steamship line, warranted our becoming interested. If we can get 25 feet of water we feel sure that all our anticipations will be more than realized, principally upon the fact that we are at that moment that 25 feet of water is assured there will be a large number of firms who will locate warehouses here, and this will necessarily bring the operation of steamship lines to this point.

The guarantee of transportation to the Government is the same as it is with the Texas and New Orleans; transportation lines will operate where there is tonnage. The operation of such lines at this point will guarantee the tonnage southbound and the sulphur, and will guarantee the tonnage northbound that they seek.

BEACH. Mr. Jones, Mr. Webb has just said that he knows of warehouse people who will locate here. Have you covered this point or are there others?

JONES. I think there are others.

BEACH. I would like Mr. Webb to send a list to Col. Riché. Can you do that, Mr. Webb?

WEBB. I will do so.

The following is a copy of a letter from the Freeport and Tampico Fuel Oil Corporation which was submitted for record herein:)

LETTER OF FREEPORT AND TAMPICO FUEL OIL CORPORATION.

NEW YORK, June 17, 1914.

SIR: In the matter of deepening the harbor of Freeport, Tex., we beg to urge that this work be proceeded with at the earliest possible moment. Our company, which controls a large production of Mexican oil from properties in the heart of the Panuco district near Tampico, owns terminals there, with a large amount of steel-tank storage for oil which it is absolutely unable to make any account of insufficiency of water in the harbor of Freeport to accommodate vessels of very moderate draft. We own a tank steamer capable of carrying 800,000 barrels of oil per annum to that port and could secure contracts there for this amount if we could deliver it. While this tank steamer draws only about 22 feet of water loaded, we are barred from the harbor of Freeport and the large business we could secure there wholly on account of lack of sufficient water to carry a vessel of moderate draft of this one.

We trust that you will appreciate the enormous benefits that will accrue not only to the town of Freeport and to a large section of the State of Texas through having a harbor there adequate for the entrance of ocean vessels, but to outside interests who would be able to bring their products into that port. It is not only desirable,

but most necessary, that this work be prosecuted in a vigorous manner, so as to the needed relief with as little delay as possible.

Very truly, yours.

R. THORNTON WILSON,
Second Vice President

Col. L. H. BEACH, Corps of Engineers.

(The following is a copy of a letter by Mr. E. P. Hoefle, of Velasco, for re-
herein:)

LETTER OF MR. E. P. HOEFLE.

VELASCO, TEX., June 23, 19

GENTLEMEN: I desire to present you a few facts in favor of the further improvement of the mouth of the Brazos River with a view of securing a depth of 25 feet of water at this port.

This port was officially declared open on July 1, 1891, and from that time on to the fall of 1896 a great amount of shipping was done through the port by reason of the fact that during those years the port had a slightly greater depth of water than any other port on the Texas coast, and it was this fact that attracted the shipping interests. During the nine months between April, 1892, and January, 1893, some 30 steamers arrived, loading for export, carrying approximately 100,000,000 pounds of export freight, consisting of cotton, cottonseed products, ash and oak timbers, the value of this freight being approximately two and one-quarter million of dollars, and the freight being destined for Liverpool, Hamburg, Bristol, Bremen, Antwerp, and Copenhagen.

The majority of these vessels had a draft of 15.5 to 17 feet; as that was the amount of water we had at that time. During all of these years there were millions of pounds of coastwise freight unloaded at our wharves consisting of lumber, coal, railroad bridge material, and miscellaneous merchandise. The coastwise vessels had a draft of from 15.5 to 16.9, and they sought this port for the reason that they could enter with a larger cargo than at any other port in Texas at that time.

After the fall of 1896 the shipping gradually fell off owing to the fact that Galveston, which had secured an appropriation of some six and one-half million dollars, was gradually securing deeper water than this port had, and shipping necessarily went there where there was enough water to allow them to carry full cargoes.

The Brazos River, as all know, is the largest navigable river west of the Mississippi. It has an average width of about 550 feet for a distance of 5 or 6 miles from its mouth. The average depth is probably 15 feet, but this could be easily made 25 feet, as there are not many shoal places, and when once dredged to a depth of 25 feet I believe the depth could be easily maintained.

The river front available in the harbor on either side of the river is about 16 miles. All of this frontage is available for railroad terminals, factories, refineries, and manufacturing plants. Every foot of it can be reached by railway tracks, and all of the land is so owned and controlled that any commercial enterprise would have no difficulty in securing as much of it as their particular enterprise might need, and that is lacking now is to secure an adequate depth of water and the manufacturing enterprises and shipping interests would soon avail themselves of the opportunity now lying undeveloped here.

We believe that ultimately Brazos Harbor will become one of the leading harbors on the Gulf of Mexico, and for the following reasons:

1. It is probably the only absolutely landlocked harbor west of the Mississippi River debouching directly into the Gulf.

2. If I am correctly advised, all the United States Government requirements for a standard or first-class harbor are found here in the Brazos Harbor. These requirements are as follows: That it must be a harbor of refuge in time of storm; that is, landlocked so that vessels moored therein may ride safely during any stress of weather; that the channel must debouch directly into the Gulf; that there must be nothing to obstruct the quick and free ingress and egress of vessels. The harbor must have a soft bottom so that vessels may maneuver without danger of damage to their hulls or bottom or banks. That the harbor should be close enough to the Gulf so that it is available for a naval station. These requirements, I believe, will all be found in Brazos Harbor.

3. With its present available river frontage it has ample room to accommodate the entire commerce of the great Northwest, the natural outlet of which is through the Gulf ports. It has ample room for wharves, slips, and railway terminals, and ample room for all manner of manufacturing enterprises. For this reason there need never

gestion or blockade of traffic as it now sometimes occurs at the leading ports on the Gulf, for here there is room for hundreds of vessels and miles upon miles of trackage.

4. It is the only port on the Texas coast now not dominated by some great railway system or private corporation, wharf company, or terminal company. The greater portion of the river front is still in the hands of numerous individuals and may yet be secured for the price of ordinary acreage land.

5. Competent engineers, both military and civil, the members of the Rivers and Harbors Committee of the House of Representatives and their engineers, and many others competent to judge, who have at various times thoroughly inspected the harbor, unhesitatingly declare that it is one of the best undeveloped deep-water projects in the entire United States; that it presents fewer engineering difficulties than any other; and that a harbor can be developed and maintained at the mouth of the Brazos River for a fraction of the amounts now being appropriated to develop less-favored harbors.

6. The opening of the Panama Canal will make it necessary for commerce, especially that of the great Northwest, to avail itself of every outlet on the Gulf coast. The Brazos Harbor, being as near the canal as any other Texas port, will necessarily command a great amount of this business, provided an adequate depth of water is assured.

7. The National Government is now expending hundreds of thousands of dollars to improve and make navigable the Brazos River from its mouth up to Waco. This will open up for agricultural purposes millions of acres of the most fertile lands in the United States which, by reason of lack of transportation facilities, now lies unproductive. This land will produce many bales of cotton and tons of sugar, and it is but natural to assume that this product will find its way down the river to the port for export, and especially will this be so with cotton, for this commodity can be barged down the river ship side for export at a saving of 75 cents to \$1.25 per bale over rail rates from near points at which cotton is now produced.

8. The commerce through the port at present is handicapped by lack of sufficient water. It can not seek other ports, except at a loss to its business. With a depth of 25 feet I am fully convinced that within 12 months after such depth is assured the tonnage in and through the port will be more than quadrupled, and that is considering only the business of the present shipping interests engaged at this port.

9. Such a depth being assured would quickly attract other shipping interests and manufacturing interests as well, and it would be but a short while before the port would take its place where it should, as one of the leading and safest ports on the Gulf of Mexico. There can be no gainsaying the fact that the development of the port to its fullest capacity will become absolutely necessary when commerce begins to flow through the Panama Canal. That time is here now, and if for no other reason than for this the interest of the people for the development of this port should be speedily granted. Respectfully submitted.

E. P. HOEFLE.

10. L. H. BEACH and Lieut. Col. C. S. RICÉ.

Corps of Engineers.

11. J. T. GIBBONS, vice president and general manager Houston Packing Co., Houston, Tex.:

I must wish to concur in the statements made by other shippers with reference to the need for the additional competition and for stable rates, and to say that in my opinion the volume of business that will be handled or offered to Galveston and Texas City at completion of the Panama Canal will exceed their facilities for handling it.

I believe that in addition to that an additional port such as is asked for at Freeport would be an incentive for independent vessels to enter the coastwise trade, which in turn would develop a very vast section of country that is now practically nonproductive because of the fact that suitable shipping facilities are not afforded by the present lines operating between the Texas coast and the East.

Speaking for ourselves, we have endeavored for a great many years to induce the shipping companies now operating between Galveston and New York to provide refrigeration systems in their vessels for the transportation of perishable produce, and have failed to get that kind of facilities for the reason that their total tonnage is occupied by nonperishable freight. They have sufficient tonnage to take care of their existing facilities, and until such time as their carrying capacity will exceed the volume of character of tonnage no room will be made for refrigeration.

I think a very vast tonnage of perishable and farm products that now either move or do not move at all because of the uncertainty of transportation by rail and excessive prices would move through Freeport if the facilities for vessels are improved.

I firmly believe that the territory immediately contiguous to Freeport would offer sufficient tonnage to occupy the space of each vessel that goes north.

For those additional reasons and for the reasons already made, I would strongly recommend favorable consideration of the matter be made.

Mr. O. F. DAVIS, secretary Parlin & Orendorff Implement Co., Dallas, Tex.:

We as shippers are interested in the development of shipping facilities. We have observed that railroad companies always build to places where there is more tonnage and when there is an increasing tonnage to move. Where there are congestions of traffic we should provide for some remedy.

It has been shown that we do have serious congestions now at our present port and that the tonnage is increasing very much each year. The Panama Canal will be opened in the very near future; then the tonnage will be very much larger. Therefore we need ports for successfully handling this increased tonnage; so we must make provisions for taking care of it by improving the natural ports we have and not depend on the present port facilities for handling the increased business that will be coming as our great Southwest develops.

We should begin at once to provide for this increase by improving our various ports so regular ships from all parts of the world may enter them safely. Then we can be served much better and more satisfactorily, even with the increased tonnage.

It seems that Brazos port can now be improved at much less expense than any other of the Texas ports, so we should begin on it now and put it in first-class shape by making the channel at least 25 feet deep.

The subjects have been well covered, and I want to concur with everything that has been advanced.

Mr. J. W. MUNSON, county judge of Brazoria County, Tex.:

I take it as an honor and a pleasure to address this distinguished board upon this important subject under discussion, but my remarks will necessarily consume only a few minutes of your time.

First, I desire to say that I heartily concur in all that has been said by the speakers who have preceded me this afternoon looking to the establishment of the fact that the port should be developed. I am not a shipper, as most of the gentlemen who have spoken are, but only an humble citizen of this great Commonwealth, and as such a citizen am greatly interested in its development and in the establishment of deep water at this place—the consummation of a condition long looked for.

The evidence before you shows conclusively, to my mind, the present great need of deep water here. It shows a large tonnage now available and of sufficient importance to demand it.

Who pays the freight charges on shipments has been discussed, and some say it is paid by the shippers, some by the person or dealer to whom it is shipped, but I want to suggest that, no matter who pays them in the first instance, the people at last have the freight charges to pay. Such expenses are always charged up against the consumer by the retailer; the last man to sell adds to the price charged to the buyer the freight charges. So the people always have the freight to pay in the long run. This is right and proper, but the freight charges should be equitable, just, and right between all parties.

The matter of freight congestion at Galveston has also been discussed this afternoon and I desire to observe in this connection that the evidence you have shows that such congestions do occur down there almost every year, and that fact—the fact that such congestions do occur—but proves the necessity and demand for another port with deep water sufficient to handle the people's business, no matter what may or may not be the immediate cause of such congestions. If you establish another deep-water port such conditions will not occur, to the great loss of the people as shown by the evidence, for in the nature of things relief would come by shipping to and through the new port, and thus relieve the congestion in freight shipments and save the money to the people.

Gentlemen, why should the American Government, in the face of this evidence and the face of the facts before you, maintain only the Galveston port? It can not be that another is not needed; the evidence before you disproves that. It can not be for lack of money; so what is it and why is it? Why maintain the port only at Galveston at an enormous annual expense to the General Government, and thereby force the people to ship there and to pay tribute in the sum of thousands of dollars to private corporations? This is not a government of special privileges, but rather of equal rights to all and special privileges to none.

Why not at a minor expense give deep water to the mouth of the Brazos, where there is a free port, where no special privileges can come to anyone, where the people will not be forced to pay any tribute to any private corporation?

is a river of great possibilities and a splendid landlocked harbor. Why not open a deep-water port here at its mouth at an insignificant sum and give great benefit to the people of this great State—yes, and to the people beyond the limits of the State? It will not do to say that the Government has no money; that would but reflect on our great Government.

is the greatest Government in the world and should have the interest of her citizenship so much at heart as to do always what is best for their welfare. This is a small undertaking, but means much to our people and will afford great relief to the shipping world, and we trust our prayer will be granted.

A. E. MASTERSON, ex-county judge, Brazoria County, Tex.:

I also concur in what my friend, Judge Munson, says, when he says that the United States Government is too large not to appropriate sufficient money to develop another harbor and port at the mouth of the Brazos River. While we know—I expect there are comparatively few people in the United States who know—that the Brazos River empties directly into the Gulf of Mexico through no bays or lagoons, and nothing is necessary except the opening of the bar and the river a short distance into a landlocked harbor. When you first mention that to some people they don't really believe that the Brazos enters into the Gulf of Mexico and that a proposition like this really

was mentioned a little while ago as to the freight rates. I am not familiar with them and I am not in a position to discuss them except from this standpoint that I know that at one time when that steamship company was organized into Texas as an independent line and for a long time it was recognized as an independent line and when the freight rates were first lowered by that company, and afterwards to the rates that were fixed by the other companies—that it was suggested that the Texas City Co. had been taken over by the other lines—and it was also mentioned that whoever said that would have a hard time proving the fact. But a little time afterwards appeared, another article appeared from the one who first made the statement that the transfer had actually transpired, and that the transfer would have to be made at a certain entry. This transfer was discovered at Bath, Me. And the rates of the old line have stayed up until the Seaboard & Gulf came into existence.

I know that at Galveston there are congestions. I do not know why and I couldn't say, but anyone who visits there can see from time to time, a great congestion at Galveston. It simply means that the facilities are not great enough there that we need another port somewhere else.

As we have heard before, the practicability of a port at this point and with a small expenditure to make it entirely feasible—I think that this port should be made at once.

A. L. REED:

I am in Galveston about twice a month and I have seen during the busy cotton season the big boats anchored out in the bay awaiting a place to go into a slip and load.

J. A. ARNOLD, secretary Texas Business Men's Association, Fort Worth, Tex.:

Of the last two gentlemen who have just spoken, I am a consumer. There are 10,000 of us that are tributary to the Freeport territory and in the Mississippi

we open up in this State about 18 farms a day and our population increased about 50 percent in the last decade. This has hardly made a start in fully developing the land. We bring under cultivation about one and one-half million acres of virgin land each year in Texas. That swells our tonnage as well as increasing our production and a great deal of that is tributary to Freeport.

I think we could save about \$3,000,000 a year with the advantages that Freeport offers if provided with a suitable depth of water. As said, Freeport offers facilities unequalled. It is a port that has business men behind it. It is not a point with nothing but good will behind it. It has business enterprise and activity, and it has the things that go to make a port. Of course it takes tonnage, and we have taken the tonnage this afternoon.

P. SWENSON, New York, N. Y.:

It has not been my purpose to say anything, taking up further time at this hearing. I would, however, be a matter of interest to call attention to the fact that there is a combination composed of interior merchants of the State on the one hand and mercantile parties in New York on the other hand, who are earnestly endeavoring to develop this harbor as a free port.

There is one factor in the situation which I think has a great bearing upon the general question, which applies especially to this port and to this one alone—the fact that the port itself is originating a large tonnage. Any statement regarding the future tonnage referred to might be considered speculative unless based upon what has been done in the past.

We have produced with a capacity of steaming only one well at a time, about 40 tons of sulphur per annum. In reality this is most conservative. The new plant which has been in evidence to you to-day will be finished by the 1st of September. It is a double unit which will enable us to steam two wells, so that with the old and the new, we will be steaming three wells simultaneously, instead of one in the past. It is probably logical to say that in steaming three wells there will be produced three times the tonnage that is being produced at present, steaming one, so I consider that an estimate of 120,000 tons for the coming 12 months is a conservative and safe figure.

The development of a sulphur field in order to enlarge the output is merely the building of more plants to provide hot water for steaming additional wells. It is the purpose of the Freeport Sulphur Co. to proceed with this development so that the tonnage originating at this port bids fair to be very large.

The Freeport Sulphur Co. is organized with \$2,000,000 cash capital secured by the issuance of stock sold at par. An evidence of good faith on the part of the sulphur company is apparent to you. Our development work has been proceeding during the past two years, during which time we have lost no opportunities. We have proceeded really with railroad speed and we propose to continue the development rapidly in the future. The men behind the enterprise are responsible.

A tonnage of this character and extent will necessitate steamships and railroads to move it. The difficulty of turning tonnage from its old channel is often encountered; but in the case of Freeport this difficulty will not arise, inasmuch as steamships and railroads will come here for the sulphur tonnage and will bring their cargoes to the port. A railroad seeking sulphur tonnage northbound will necessarily bring southbound cargo. The same may be applied to steamships.

It would not do for the United States Government to put Freeport upon the basis of a canal port. The commerce of Freeport would be better off to-day with the lack of water, which the Government has promised to maintain, than it would be with any possible canal connection to any other point. If the commerce of the port were to use the canal, it would necessitate transshipment or rehandling, an absolute loss to every shipper—practically money thrown away.

The Government is not asked to build jetties; they are already built. They were built with private capital many years ago and were taken over by the Government without compensation. At the time that Congress was asked to reimburse the private owners for the cost of building the jetties, the request was denied. The United States Government took the jetties over without paying for them, and, being informed, in doing so there was an implied contract on the part of the Government to finish the work, which now consists merely of dredging. The finishing touches are all that is needed.

That a development of this character and importance can be finished for so small an appropriation is one of the strange things existing on the Atlantic seaboard. There is no place where deep water could be procured for any such small amount of money. So far as maintaining the harbor after deep water is procured, Freeport would probably be like all other ports—needing occasional dredging to keep the channel open. Compared with the cost of procuring deep water at other ports, running into millions of dollars, it is fair to say that interest figured at a low rate on such average cost would annually pay for dredging many times over.

With the jetties completed and tonnage already moving through the port, additional business offering, it would seem reasonable for us to look for a favorable consideration of this matter in order to secure the great efficiency and value to commerce which would come by completing the work.

In regard to the industries referred to, I desire to say that they have in evidence come to us soliciting a location. We have thus far been unable to give any assurance of the reliability of shipping out of this port; and it is only fair to say that the lack of water in the channel has deferred industries from already locating at this point.

The parties who are endeavoring to develop this harbor have not outlined a plan which will inure to their benefit by reason of having deep water provided at government expense. We have put ourselves in the clear in this matter by a policy of making the water front free of wharf and dock charges. In other words, we are not looking to the property becoming a future revenue producer for ourselves.

We are large shippers of sulphur and desire the use of deep water for the same as that will accrue to any other shipper in Texas and Texas territory.
 BEACH. Are there any more gentlemen who have anything to offer? If not, declare this meeting closed.
 (Meeting closed.)

appended hereto are copies of supplemental statements by Mr. G. A. Trumbull, president of the Huey & Philp Hardware Co., Dallas, Tex., submitted since the meeting; letter from Mr. A. L. Reed, traffic manager, Sanger Bros., Dallas, Tex., relative to cost of transportation through Galveston and Freeport, both from New York and a European port; letter from Mr. E. G. Warfield, vice president and general manager of the Seaboard & Gulf Steamship Co., submitting list of stockholders, comparison of rates, etc.; letter from Mr. W. A. Webb, general manager Missouri, Kansas & Texas Railroad, Dallas, Tex., submitting a list of firms desiring to locate at Freeport.

SUPPLEMENTAL STATEMENTS.

G. A. TRUMBULL, PRESIDENT HUEY & PHILP HARDWARE CO., DALLAS, TEX.

In support of our contention that the people of Texas need competition in water transportation from the East to Texas ports, am advising that about five years ago an independent steamship company started to ply between New York and Texas City. During some little time, the rates on a great many commodities were cut between New York and Texas ports to a minimum of \$1 per ton, and subsequently one of the lines plying between New York and Galveston bought outright the independent line thereby controlling the rate situation, and for some time past the rates between New York and Galveston and Texas City have been all the same. Competition has thereby been eliminated. The argument may be advanced that should deep water be secured at Freeport, and the Seaboard & Gulf Steamship Co. run on a profitable basis, what assurance have we that they will not in turn be absorbed by the old lines? In answer to this, would say the Seaboard & Gulf Steamship Co. is largely owned by the people and by people who are interested in seeing just and equitable rates maintained between New York and Texas, and in my judgment there is absolutely no fear of any absorption of this line by its older and stronger competitors. Investigation of the affairs of the Seaboard & Gulf Steamship Co. might develop that some stockholder in the said line, but I want to impress upon you that I am speaking as a merchant and a citizen of Texas and not as a stockholder of this or any other steamship company. The little money that I have invested in the Seaboard & Gulf Steamship Co. was not invested with a view of making a profit on the amount invested in a tangible way, but like a good many others, we have put some money in believing this was practically the only salvation for cheaper rates to our ports. If the State of Texas deep water at Freeport and the rate situation will have been improved to a very great extent and the people of Texas, who are entitled to some consideration, will reap the benefits therefrom.

G. A. TRUMBULL.

LETTER OF MR. A. L. REED, TRAFFIC MANAGER, SANGER BROS., DALLAS, TEX.

DALLAS, TEX., June 29, 1914.

HONORABLE SIR: In compliance with request of Col. Beach, I beg to submit herewith relative cost of transportation through Galveston and Freeport. I am inclosing statement¹ covering 13 bales linoleum from London, England, to Dallas, shipped via Galveston. You will note that this shipment moved from London to Dallas via Galveston for \$34.12. This shipment could not have moved via Freeport because the fact that this port is not a port of entry. Therefore am unable to advise cost of shipment via that port. Had this shipment moved from New York on a bill of lading to Galveston and then on another bill of lading to Dallas, it would have cost us \$32.09. Had this shipment moved from New York to Dallas via Galveston on a through bill of lading, it would have cost us \$32.77. Had this shipment moved from New York to Freeport on one bill of lading and from Freeport to Dallas on another bill of lading, it would have cost us \$26.48. Had this shipment moved from New York to Dallas via Freeport on a through bill of lading to Dallas, it would have cost us \$26.48.

¹ Not printed.

We are also inclosing expense bill ¹ and bill of lading ¹ covering a car of dry goods which originated in New York. This shipment moved from New York on one bill of lading and from Galveston to Dallas on another bill of lading. Will say the freight on this shipment from Galveston to Dallas was \$113.59 and from New York to Galveston \$127.50 plus 1 cent forwarding charge at Galveston, making \$2.31, making total cost from New York to Dallas via Galveston on two bills of lading \$243.40. If this shipment moved from New York to Dallas on a through bill of lading the freight would have been \$362.10 via Galveston. Had this shipment moved via Freeport on two bills of lading or on a through bill of lading from New York to Dallas via Freeport the freight would have been \$194.72.

We direct your attention to the above figures to substantiate the fact that freight moving through the port of Galveston is burdened with a larger cost than through the port of Freeport. This is brought about by the fact that in the past few years developments at Galveston have enhanced the value of real estate, making wharfage space higher to the steamship company and thereby increasing the burden on commerce moving through that port. It is to be expected that time will bring about other fixed charges through the port of Galveston if it remains without competition.

It is a well-known fact that the cost of water transportation is governed almost exclusively by the handling charges at the point of origin and port of destination, there being very little other cost to the steamship company; that is, 90 per cent of the cost of water transportation is that paid for wharfage space at the ports. Therefore, another active port on the border of the State of Texas will in time serve to lessen the cost of transportation from seaboard territory to the interior of Texas.

In our minds, to continue the policy of developing only one port in the State of Texas is very shortsighted and will result in time in large increase of cost in the handling of freight at that port as the developments will greatly enhance the value of property, make wharfage space higher, and make the charges higher on commerce moving through that port. Whereas by developing other ports you will in a measure lessen the burden on transportation from seaboard territory to Texas and give that advantage inherited by nature by being located on the Gulf of Mexico by having lower freight rates because of the fact that our freight can move to us by water.

It is our belief that deep water at Freeport will develop this port to such an extent that it will be placed on a competitive basis with Galveston, thereby reducing the cost added to the transportation through these ports to the interior of Texas.

We trust you will be able to recommend deep water for Freeport, and beg to remain,

Respectfully, yours,

A. L. REED, *Traffic Manager*

Lieut. Col. C. S. RICHÉ,
Corps of Engineers.

LETTER OF MR. E. G. WARFIELD, VICE PRESIDENT AND GENERAL MANAGER,
SEABOARD & GULF STEAMSHIP CO.

SEABOARD & GULF STEAMSHIP CO.,
New York, June 30, 1901

SIR: With reference to hearing at Freeport, Tex., June 23, and request of Col. RICHÉ to supply certain information, I take pleasure in handing you herewith the following:

Sheet No. 1.—Contains list of stockholders and directors of the Seaboard & Gulf Steamship Co.

Sheet No. 2.—Contains comparison of steamer rates from New York to Texas.

Sheet No. 3.—Reasons why another port is needed in Texas and 25-foot channel necessary at the mouth of the Brazos River.

Sheet No. 4.—List of merchants and manufacturers who have made inquiry about storage facilities at Freeport, who claim storage charges at other ports in Texas prohibitive.

Respectfully submitted.

E. G. WARFIELD, *Vice President*

Lieut. Col. C. S. RICHÉ,
Corps of Engineers.

¹ Not printed.

SHEET No. 1.—*Directors Seaboard & Gulf Steamship Co.*

Alex. Sanger, Sanger Bros., Dallas, Tex.
 W. Cook, president San Antonio Drug Co., San Antonio, Tex.
 I. H. Shear, president Rotan Grocery Co., Waco, Tex.
 William Monnig, president Monnig Dry Goods Co., Fort Worth, Tex.
 A. A. Heitmann, vice president F. W. Heitmann Co., Houston, Tex.
 Mr. Felix Jackson, secretary-treasurer Seaboard & Gulf Steamship Co., Freeport, Tex.
 W. Berry, president Crowds Drug Co., Dallas, Tex.
 Charles Schreiner, banker, Kerrville, Tex.
 C. Schuhmacher, president Schuhmacher Grocery Co., Houston, Tex.
 Ed. S. Hughes, president Ed. S. Hughes Co., Abilene, Tex.
 G. Warfield, vice president and general manager Seaboard & Gulf Steamship Co.,
 New York, N. Y.

List of stockholders Seaboard & Gulf Steamship Co.

Lebb & Bee, Corsicana, Tex.
 Charles Schreiner, Kerrville, Tex.
 Ske Bros., San Antonio, Tex.
 Leusinger Hardware Co., San Antonio, Tex.
 Allat Bros., Palestine, Tex.
 Edges Dry Goods Co., Palestine, Tex.
 Reidenheimer-Strassburger Co., Austin, Tex.
 Harpe & Smith, Angleton, Tex.
 Alkemeyer, Houston, Tex.
 Geo. Keller Co., Houston, Tex.
 Luis Block, Fort Worth, Tex.
 Fort Worth Star Telegram, Fort Worth, Tex.
 F. Hellmuth, Bellville, Tex.
 Castanola & Son, San Antonio, Tex.
 Gsey & Swasey Co., Fort Worth, Tex.
 Hite Boiler Works, Houston, Tex.
 D. Brandt, Wallis, Tex.
 American Hat & Shoe Co., San Antonio, Tex.
 Ice Booker Manufacturing Co., San Antonio, Tex.
 A. A. Stowers Furniture Co., Houston, Tex.
 Oldman Grocery Co., Paris, Tex.
 North Texas Dry Goods Co., Paris, Tex.
 Eris Grocery Co., Paris, Tex.
 Cook Record Co., Paris, Tex.
 James, Alvin, Tex.
 A. A. Duerler Manufacturing Co., San Antonio, Tex.
 Bgar Bros. Furniture Co., San Antonio, Tex.
 Cohen & Co., San Antonio, Tex.
 San Antonio Hardware Co., San Antonio, Tex.
 Kreuger, San Antonio, Tex.
 Mathais & Co., El Paso, Tex.
 Hymon Krupp, El Paso, Tex.
 A. A. Dick Co., El Paso, Tex.
 Dyshire Harvie I. & M. Co., El Paso, Tex.
 Weinbaum, Lockhart, Tex.
 I. Penland, Waco, Tex.
 S. Busby, Waco, Tex.
 Sager Bros., Dallas, Tex.
 Gas Glass & Paint Co., Dallas, Tex.
 Iris Lipsitz Co., Dallas, Tex.
 Henson Electric Co., Dallas, Tex.
 Hey & Philp Hardware Co., Dallas, Tex.
 Craddock & Co., Dallas, Tex.
 Gas Harvester Co., Dallas, Tex.
 Deis, S. G., Hat Co., Dallas, Tex.
 The Goettinger Co., Dallas, Tex.
 Hrgs-Weaver Manufacturing Co., Dallas, Tex.
 Gas Paper Co., Dallas, Tex.
 Pain & Orendorff Importing Co., Dallas, Tex.

Pratt Paint & Paper Co., Dallas, Tex.
 J. W. Crowds Drug Co., Dallas, Tex.
 Mosher Manufacturing Co., Dallas, Tex.
 W. A. Green Co., Dallas, Tex.
 Kinsella Hat Co., Dallas, Tex.
 Volk Bros. Co., Dallas, Tex.
 Hargreaves Printing Co., Dallas, Tex.
 Barnhardt Type Foundry Co., Dallas, Tex.
 Houston Packing Co., Houston, Tex.
 F. W. Heitmann Co., Houston, Tex.
 Levy Bros. Dry Goods Co., Houston, Tex.
 Bering & Cortes Hardware Co., Houston, Tex.
 The Schuhmacher Co., Houston, Tex.
 F. Cleveland Co., Houston, Tex.
 Flaxman Dry Goods Co., Houston, Tex.
 Daniel Drug Co., Houston, Tex.
 Houston Dry Goods Co., Houston, Tex.
 H. A. Paine, Houston, Tex.
 Graham-Letcher Hat Co., Houston, Tex.
 Guatemala Coffee Co., Houston, Tex.
 H. W. Williams & Co., Fort Worth, Tex.
 Texas Anchor Fence Co., Fort Worth, Tex.
 W. C. Stripling, Fort Worth, Tex.
 Nash Hardware Co., Fort Worth, Tex.
 Monnig Dry Goods Co., Fort Worth, Tex.
 Washer Bros., Fort Worth, Tex.
 The Gamer Co., Fort Worth, Tex.
 Fort Worth Heavy Hardware Co., Fort Worth, Tex.
 The Fair, Fort Worth, Tex.
 Gernsbacher Bros., Fort Worth, Tex.
 H. B. Francis, Fort Worth, Tex.
 H. C. Meacham, Fort Worth, Tex.
 Madden-Graham Co., Fort Worth, Tex.
 H. O. Wooten Grocery Co., Abilene, Tex.
 Minter Dry Goods Co., Abilene, Tex.
 Hammock & McCarthy, Abilene, Tex.
 Over Hardware Co., Abilene, Tex.
 Ed S. Hughes Co., Abilene, Tex.
 Abilene Broom Factory, Abilene, Tex.
 Cowden Payton Hardware Co., Abilene, Tex.
 Abilene Bedding Co., Abilene, Tex.
 J. Oppenheimer Co., San Antonio, Tex.
 L. Frank Saddlery Co., San Antonio, Tex.
 San Antonio Drug Co., San Antonio, Tex.
 Rotan Grocery Co., Waco, Tex.
 McLendon Hardware Co., Waco, Tex.
 Herrick Hardware Co., Waco, Tex.
 Clifton Manufacturing Co., Waco, Tex.
 Slayden Kirksey Woolen Mills, Waco, Tex.
 Goldstein Migel Co., Waco, Tex.
 H. S. Bettes Hardware Co., Paris, Tex.
 W. J. Hamlett, Milford, Tex.
 Charles Schreiner, Kerrville, Tex.
 Peter Schramm, Taylor, Tex.
 Swanson Grocery Co., Navasota, Tex.
 F. W. Brosig, Navasota, Tex.
 Ahrenbeck Hardware Co., Navasota, Tex.
 R. B. Templeton & Son, Navasota, Tex.
 T. A. Cheeves Co., Marlin, Tex.
 Woldert Grocery Co., Tyler, Tex.
 Wadel Dickie Hardware Co., Tyler, Tex.
 Penick Hughes Co., Stamford, Tex.

SHEET No. 2.—Comparison of rates.

	Rates, New York to Galveston by Morgan & Mal- lory Line.		Rates, New York to Freeport by Sea- board & Gulf Steam- ship Co., 1913.
	1908	1913	
1st class.....	85	75	55
2nd class.....	71	63	48
3rd class.....	63	55	43
4th class.....	54	48	38
5th class.....	42	37	27
Ammunition.....	63	40	30
Aluminum ware.....	71	63	48
Boys.....	85	55	40
Bricks.....	54	30	27
Cats.....	42	22	20
Carpenters' enamel ware.....	54	30	27
Chalk powder.....	54	33	28
Cole nuts.....	71	35	30
Cord and steel articles.....	40	17	15
Cotton paper.....	42	22	18

SHEET No. 3.—Reasons why another port is needed in Texas and 25-foot channel is necessary at the mouth of the Brazos River.

First. Additional dock facilities are required to handle the constantly increasing traffic to Texas to avoid delays that are complained of constantly by interior merchants to meet the demands for reasonable, prompt service, as well as ample storage facilities at reasonably low cost, not obtainable other than at Freeport.

Second. Another port is needed with at least a 25-foot depth of channel, enabling cargoes to be handled at reasonable rates, which only can be done when you add wharfage charges assessed at other ports and where a merchant or manufacturer obtain water frontage gratis for the location of a warehouse or factory, permitting cargo to be handled directly from vessel to warehouse. The Brazos River has 5 miles of water frontage available for such purposes.

Third. An independent port is needed creating real competition, thus affording the shipping public of Texas relief from the high charges for steamer service known to have existed for a great many years, as shown in Exhibit No. 2. The saving when computed between the difference in rates formerly carried to Galveston and those now carried to Freeport is claimed to exceed \$1,225,000 annually. Successful operation to Freeport is assured if a 25-foot channel is available for fully loaded vessels at lesser rates New York to Freeport.

SHEET No. 4.—Firms and corporations inquiring for storage at Freeport, Tex.

- I. W. Johns-Manville Co., New York.
- Western Electric Co., New York.
- Wm. Numsen & Sons, Baltimore, Md.
- International Paper Co., New York.
- Doctor & Gamble, Staten Island, N. Y.
- General Chemical Co., New York.
- Cligate & Co., Jersey City, N. J.
- Errett Manufacturing Co., New York.
- Serwin Williams Co., Newark, N. J.
- Lyoe & Reynolds Co., New York.
- Fed G. Clark Co., Cleveland, Ohio.
- M. Kee Refrigerator Co., Brooklyn, N. Y.
- Cater Ink Co., Boston, Mass.
- Wittemore Bros. Co., Cambridge, Mass.
- Standard Sanitary Manufacturing Co., Pittsburgh, Pa.
- Cy Safe Co., Buffalo, N. Y.
- Jones & Laughlin Steel Co., Pittsburgh, Pa.
- Shine Biscuit Co., Boston, Mass.

LETTER OF MR. W. A. WEBB, GENERAL MANAGER MISSOURI, KANSAS & TEXAS RAILROAD,
WAY, DALLAS, TEX.

St. Louis, Mo., July 8, 1914

DEAR MR. KELLEHER: I must apologize for delay in answering your letter of July 29, but I have been on the road constantly and this is the first opportunity I have had.

I beg to give you below names of the firms who have indicated a desire to locate at Freeport: Texas Export & Importing Co., F. W. Heitmann, Peden Iron & Steel Co., Du Pont Powder Co., Jones & Laughlin Iron & Steel Co., The Berwind-White Coal Co., The American Steel & Wire Co., Boren & Stewart Co., Eldridge Stock Food Co., Burgoyne Bros. (wholesale hardwood lumber).

Yours, very truly,

W. A. WEBB

Mr. F. B. KELLEHER,
United States Engineer Office, Galveston, Tex.

UNITED STATES OF AMERICA.

The STATE of TEXAS, *County of Galveston.*

I, Frank B. Kelleher, stenographer in the employ of the United States Engineer Department, Galveston, Tex., hereby certify that I reported the proceedings had and taken at a hearing held in the Tarpon Inn, Freeport, Tex., Col. Lansing H. Beach, Corps of Engineers, United States Army, in charge, on the 23d day of June, A. D. 1914, for the purpose of considering the further improvement of the mouth of the Brazos River up to Freeport, Tex., with a view to providing a depth of 25 feet; that I correctly and accurately take down and report the proceedings had and taken at such hearing, and that the above and foregoing transcript is a true and correct record of such proceedings; and that the copies of letters and statements submitted during the hearing and forming a part of the foregoing report are true copies.

To certify which, I hereunto subscribe my name on this the 20th day of July, A. D. 1914.

FRANK B. KELLEHER

LETTER OF MR. C. A. JONES.

FREEPORT, TEX., November 16, 1914.

DEAR MR. WEBER: Inclosed please find copy of statement being made by the Freeport Commerce League as official representative of the Freeport community, extending information to Cols. Abbott, Newcomer, and Taylor, intended to cover the ground of additional information supplementing the printed statement made to the Beach.

We are sending a separate copy herewith to each of the three gentlemen named for delivery to them at the hands of Mr. Webb, and thought you might also find it for a copy.

In the report of valuation of tonnage passing through Freeport for the period covered by our present statement we have advice that the dry goods tonnage was of a value of \$1,200 per ton. This value seems high, and we are hence applying the value of \$500 per ton, being the valuation per ton used in the Galveston report for 1914. The use of the value authorized in the information furnished us would increase the valuation \$868,700.

Mr. Swenson wishes me to say to you, and through you to Messrs. Abbott, Newcomer and Taylor, that he has read the report and it has his full sanction. We appreciate the visit of these members of the board very much, and if there is any further information we can supply at any time it will be promptly forthcoming upon request.

Yours, very truly,

C. A. JONES

Mr. A. H. WEBER,
*Secretary Board of Engineers for Rivers and Harbors,
Washington, D. C.*

STATEMENT OF THE FREEPORT COMMERCE LEAGUE.

FREEPORT, TEX., November 16, 1914.

GENTLEMEN: At your meeting at Freeport November 13 and 14, 1914, you requested that we submit written statement of additional facts concerning matter of improvement of the mouth of the Brazos, which we have the honor to now submit. The volume and growth of shipping up to June 23 last, the date of the hearing had before Col. Lansing H. Beach, is shown in the report of that hearing. Since that statement was submitted the volume of shipping, both inbound and outbound, has greatly increased in spite of the fact that the only assistance to the harbor which the Government has in the meantime given has been the removal from the bar of 9,679 tons of material, this work having been done by the *Charleston* on her way to Aransas Pass, and during the intervening period, within four months and four days, the tonnage passing through this port has been:

Classification.	Tons.
Bar and soap.....	4,543.00
Goods.....	1,241.00
Boards and hardware.....	2,736.00
Munition.....	915.00
Miscellaneous.....	1,973.00
Total inbound commercial tonnage.....	11,408.00
Oil.....	25,651.28
Sulphur.....	14,436.00
Miscellaneous commodities outbound.....	230.00
Total tonnage.....	51,725.28
Valuation.....	\$2,673,506.40

These deliveries and shipments were made by the following vessels: *Kennebec*, *Aduras*, *Jack Ray*, *Seminole*, *Della*, and *Panuco*. The commercial tonnage included above figures passed through this port between the date June 28, 1914, and November 2, 1914, a period of four months and four days. This shows that the volume of business was at an annual rate of 155,175.84 tons, valued at \$8,020,519.20, not counting further increase.

Up to date of hearing before Col. Beach the tonnage actually passing through this port was shown for the years 1912, 1913, and first half of 1914 to be 53,133 tons. Against this please note 51,725 tons for four months and four days ending November 2, 1914. I believe it would be interesting to your board to compare this great increase with that of any other port in Texas.

The ship service has been maintained at some risk. The bar referred to is small area but so located as to interfere seriously with navigation, and there are many instances where boats have grounded on the bar in entering and leaving the harbor. Cancellation of insurance has been threatened because of this fact.

The forecast made at hearing before Col. Beach of increasing business at this port is verified by the facts as above shown, showing strong increase in receipts of both merchandise and fuel oil, and of shipments of coastwise cargoes, almost entirely sulphur. Sulphur tonnage is being produced at this port at a rate fully equal to the predictions made, and port facilities for its handling are, therefore, more evident than

The reduction in size of cargoes because of inability to load vessels to capacity has been to the detriment of the volume of business incoming and outgoing. All of the above is accumulative testimony, as to urgent need of the improvement of the harbor, especially when shipping is increasing in the face of the conditions. At hearing before Col. Beach there was abundant evidence from important merchants controlling port tonnage that Freeport would be given a larger amount of their business if port facilities were improved. The favorable rates on steamer freight from eastern seaboard to Freeport (cheaper than any other port in Texas) being effective. The differential on first-class freight between 75 cents per 100 pounds (Mallory & Morgan Line, New York to Galveston) and 55 cents, Seaboard & Gulf Line, New York to Freeport, saving of 26 per cent to the merchant, and through him to the people. Similar differences apply to all other classes below first, averaging 20 per cent saving through all classes.

Freeport's chief industry is yielding an enormous sulphur tonnage, and by reason of this addition to its sulphur production the United States will be able to make substantial and increasing exportations to foreign countries. The only way in which sulphur shipments to foreign ports can now be made is to send the sulphur by rail to

Galveston or Texas City at a cost of \$1.80 per ton, plus the cost of transfer from rail vessels.

The sulphur company has recently had occasion to investigate the charges which would be incurred by sending these export shipments to Texas City, and here follows a letter showing these charges:

TEXAS CITY TERMINAL CO., TRAFFIC DEPARTMENT,
Texas City, Tex., October 28, 1911

DEAR SIR: Acknowledging your favor October 22, requesting cost of handling sulphur at Texas City. Our charges are: For unloading box and gondola cars on dock, 30 cents per ton; stevedoring from dock to vessel, 35 cents per ton. In case sulphur moves in gondolas, we can probably arrange to load direct from cars to vessel for 55 cents per ton. Figures quoted are per net ton.

Wharfage of 25 cents per ton is usually paid by the ship, and should not be assessed against you unless your deal with steamship line so specifies.

Unloading charges of 30 cents per ton, named above, would be absorbed if the rate amounts to \$1.80 per ton or more, leaving the only expense to you that of loading from dock to ship, 35 cents per ton, or if handled direct from cars to ship, 25 cents per ton.

We feel sure that we can give you splendid service on this, and would like to hear from you advise us when the business will move, so that we can get everything lined up.

Yours, very truly,

A. H. FONDA, General Freight Agent

Mr. P. G. MAERCKY,
Freeport Sulphur Co., Freeport, Tex.

You will note that there is a theoretical absorption of 30 cents per ton when rates amount to \$1.80 per ton, but in our actual shipments and experience to Texas City we have been compelled to pay the full rail charge of \$1.80 per ton, and stand the full expense of unloading and placing the sulphur on board ship.

Thus it is clearly shown that Freeport's tonnage would be subjected to the same charges if forced through Galveston or Texas City, and the present aim and endeavor to create a free port would be defeated. We beg to reiterate our verbal statement that a free port on Texas coast will level port charges as no other means within the harbor would possibly do. If the meager amount necessary for deepening this harbor is provided, the United States Government would unwittingly lend itself to the perpetuation of unnecessary monopolistic control of its ports.

From this the commission may absorb the idea that any appropriations for improvement of the harbor would be in support of a private interest; but this is one important item in the need. Many of the most important shippers of the harbor have testified so forcefully at the hearing before Col. Beach as to the benefits they have derived, and also as to how much greater benefits will accrue to them by the development, that there can be no doubt left in the minds of the commission as to urgent need. Beyond this mere statement, the tabulation above shows diversification of tonnage affecting many interests beside the sulphur tonnage.

We especially ask that you consider the character of the firms that are represented in the request for development here, voicing the sentiments of the merchants of Texas and adjacent States. Also the resolutions urging deep water at Freeport passed by the commercial bodies of cities of Texas, Oklahoma, Kansas, and Missouri, which case were solicited by us, and in every case were procured by the independent shippers in the various sections. Necessarily the merchants would be largely unknown to this commission by name, and their importance perhaps not fully appreciated, but in Texas and the West the names which appear in the testimony are representatives of heavy shipping and are substantial; and each is a strong, influential factor in his line of business.

As to the question of the advisability of the Government improving this harbor on account of proximity to Galveston—in the discussion pro and con we stated that proximity in this case may fairly be a sound business reason for improvement, inasmuch as the mouth of the Brazos is as central to the producing area of Texas as is Galveston and in no case is any farther from the principal railway systems of Texas than the distance from Houston to Freeport (60 miles), where all railways are reached in many instances, the rail lines of these large systems are between Freeport and Houston and hence well within the 60 miles radius named. These are the following: Missouri & Kansas & Texas, now here; St. Louis, Brownsville & Mexico, distant 12 to 14 miles; Southern Pacific, about 15 miles; Atchison, Topeka & Santa Fe, about 40 miles; International & Great Northern, 20 miles.

All of the important rail lines of Texas would hence require short distance of travel to reach Freeport, while a remote port, say 100 miles distant from Galveston, would necessitate great additional mileage to connect with steamer shipments. As a

live port, the advantage of a location within easy reach of so many important
ms is obvious.

We believe it is the policy of our Government to encourage competition, and we
to point out that there will be every opportunity at Freeport for any firm to erect
own warehouse, store its own freight, and ship its contents to customers everywhere
direct rail shipments, largely replacing interior warehouses, which are now served
rail shipments from the seaboard, and redistributed, making two rail hauls where
will suffice. It is impossible for these wholesalers to do this at other ports in
s, as dock space is too expensive to obtain. It is within our knowledge, as ex-
ed to you, that important shippers and industrial enterprises are ready to locate
plants and warehouses here when deep water is assured, and are now prohibited
lack of facilities and high valuation at all other deep-water ports. This class of
ness will take advantage of the situation, and many warehouses will result as soon
ep water is assured, as free dock space will be available for all such business.

We believe it is entirely safe and conservative to say that the saving to the com-
e of Texas and adjacent territory would be more every 12 months than the unus-
small cost of providing deep water at the mouth of the Brazos. We believe the
g referred to would be several times the cost of provision and maintenance, but
e absence of reliable data we confine this thought to a sure basis.

The Government has already spent a material sum in the improvement of this
or in addition to the amount expended by private parties for the construction of
etties. We ask only for completion of the work, involving no new construction—
ly dredging. The jetties are already in place.

In your investigation here you inquired why it would not be possible for the mouth
the Brazos to be served through the ports of Galveston or Texas City by using the
coastal Canal. In order to avoid repetition, we beg to refer you to the first section
the printed supplement of the statement submitted to Col. Beach, and, further, to
our attention to the fact that during your visit here we submitted both oral and
en proof to substantiate statements regarding this feature, showing the pro-
ve cost of going through Galveston or Texas City.

The argument has been advanced that there is no assurance that the rate benefits
in land freight at Freeport from the Atlantic seaboard at approximately 20 per
less than other Texas ports will be maintained, and that there is no guarantee
these rates might not be advanced at any time, being a matter of private con-
between the Seaboard & Gulf Steamship Co. (the line operating to this port)
its patrons. This is true, but the testimony of the officials of this line is con-
se on the point that this differential is on account of their ability to cheaply pro-
their own docks and warehouses, thus being free from wharfage and port charges
ed upon other carriers at other ports. At the present time this steamship com-
is otherwise maintaining its service expensively, because of lack of deep water
e-carrying light cargoes in and out, and incurring special expenses in order to
the bar. While they can not use the full capacity of their boats now in service,
will provide boats of a draft suitable to improved conditions, in order to accom-
a maximum economy in transportation whenever deep water is provided.

Protection to the shippers against the advancement of rates to the figures paid
ter Texas ports and to other carriers is that the field is now, and will always be,
to any steamship competition, as the Seaboard & Gulf has no monopoly of the
atages of the Freeport Harbor. Free dockage and wharfage space will always
available here; this being the unqualified pledge of the responsible people owning
age on the harbor from Freeport to the Gulf. They are irrevocably committed
b pledge, guaranteeing wholesome competition in perpetuity. But, as explained
e, no formal action has heretofore been taken to put into legal and binding effect
attention to make this a free port in perpetuity, and to meet your just suggestion,
in making the appropriation for improvement the Government should make it
ditional upon a legal contract in such form as to insure perpetuity, counsel has
engaged to prepare in memorandum form, to be submitted to you, an agree-
to be executed by the owners of the water front, which shall become a burden
the title of the property, fully meeting this requirement. This memorandum
e subject to any conditions or modifications that the War Department may
to make. This statement is made merely to cover the understanding on this
arrived at during your visit here.

Respectfully submitted,

FREEPORT COMMERCE LEAGUE.

GEO. C. MORRIS, *President*.

C. P. KENDALL, *Secretary*.

F. V. ABBOT,

H. C. NEWCOMER,

H. TAYLOR,

Board of Engineers for Rivers and Harbors.

SUPPLEMENTAL STATEMENT OF HON. THOMAS H. BALL, SUBMITTED TO COL. LANSI H. BEACH, DIVISION ENGINEER, CORPS OF ENGINEERS, WAR DEPARTMENT, BALTIMORE, MD., RESPECTING PROJECT FOR DEEP WATER AT FREEPORT, TEX. FOR CONSIDERATION IN CONNECTION WITH HEARING HELD AT FREEPORT, TEX. JUNE 23, 1914.

HOUSTON, TEX., *August 25, 1914*

DEAR SIR: It was my purpose to attend the hearing held at Freeport, Tex., June 23, 1914, to support the proposition for further improvement of the mouth of Brazos River, with a view to obtaining approximately a 25-foot depth of water from the mouth of the Brazos to Freeport, Tex., as contemplated by the preliminary report and survey authorized by Congress in the last rivers and harbors bill, but I was unavoidably absent; and I have been accorded the privilege of submitting to you this additional statement and argument, for which courtesy I beg to express my appreciation.

Among others present at the hearing were many shippers and merchants of Texas, evidencing their interest in this project and the showing made thereat and the figures submitted to you evidence not only a deep and widespread interest in the development of this port, but as well an intelligent conception of its necessity and worth to the agricultural, commercial, and industrial interests in and out of Texas.

The National Government is morally bound to use its engineering skill and funds in any reasonable amount to develop this port, and it is not doubted that the expenditure of \$500,000, believed by Col. C. S. Riché, engineer in charge, to be sufficient to obtain a channel 25 feet in depth from the mouth of the Brazos River to Freeport in the manner contemplated by his preliminary survey, would be amply justified if no such moral obligation existed.

That it may appear why the National Government is so bound, a brief summary of some of the facts will be in order:

In 1888 Congress passed an act by which privileges were given to the Brazos River Channel & Dock Co. to improve the mouth of the Brazos River, and a charter was granted to the State of Texas was secured to there develop a port. The act of Congress and the charter authorized this company to tax the commerce using the port, as well as the tonnage as for wharves and terminal facilities. This company expended considerable more than a million dollars in the work of improvement and in the construction of the jetties; and, finding itself in financial difficulties and unable to continue the project, in 1898 they came to Congress, and after vainly attempting to have the Government take the work off of their hands, finally agreed to surrender their property and deed it to the National Government, allowing it to continue the work. Congress authorized an estimate upon the work done by the Channel & Dock Co., and the report of the board showed a value to the Government, if utilized by it, of \$600,000.

At the time of the conveyance, in the rivers and harbors bill of 1898-99, the Government appropriated \$85,000 for improvement of the mouth of the Brazos, and it was thought by everyone that the work would be continued. In the rivers and harbors bill of 1900-1901 the Senate adopted an amendment thereto appropriating \$400,000 to pay the Channel & Dock Co. for its jetties, which was vigorously supported in the Senate and by Members of the House. As the Texas member of the Rivers and Harbors Committee I challenged this appropriation and spoke strongly against it, urging that the Government board, consisting of one member of the Geodetic Survey, one member of the Army Engineers, and a civil engineer, had advised against the payment to the company, and that the conveyance had been made upon a proposition to convey the jetties to the Government, the company to surrender its right to collect tolls if the Government would take up the work, and that to reimburse them under the circumstances would be setting a precedent that ought not to be made.

Mr. Burton, the chairman of the Rivers and Harbors Committee, opposed the payment of the \$400,000 and concurrence in the Senate amendment, and said: "Three or four years ago it appeared to them that they would not succeed in the enterprise. They then came to Congress and asked us to appropriate for the improvement of the mouth of that river. They admitted that they had not succeeded. They were told 'The Government will undertake that work for the improvement of the mouth of that river where you have failed; but you must make a deed to the Government surrendering all right, title, interest, and franchise at that place.'" Thereupon a vote was taken and the amendment was lost.

I may add also that all persons pecuniarily interested in the development of the port, except those interested in the syndicate, worked diligently to take this money out of the hands of the syndicate and unanimously opposed either the payment of the \$600,000—the value placed on the works by the Government board—or the \$400,000 payment proposed by the Senate amendment.

I am supporting now the proposition that the United States engineers recommend appropriation by Congress of the amount estimated for the development of this. I am only doing what I would be required in good faith to do were I still a member of Congress and a member of the Rivers and Harbors Committee; in fact, the amount now asked to be recommended is far less than anyone contemplated at the time would be necessary to give the proposed depth of water, and, besides, material developments have since transpired that give the port a better claim in its own right than it then had.

I present the following suggestions, which are in part a duplication, but somewhat differently arranged, of matters presented to Col. Riché in support of the preliminary report and matters presented to you at the Freeport hearing, but which may be made convenient in printed form for reference:

The Brazos River is the largest in Texas and runs through the most fertile and productive area of the State for more than 400 miles. This river is now being improved by the National Government from its mouth to the city of Waco, and the large tributary thereto finds its natural outlet to deep water at Freeport. The value of the work being done by the National Government on the Brazos River proper will be enormously enhanced and such expenditures conserved by giving commerce direct access to the river without taking a railway and exerting a very beneficial influence upon the railways competing therewith.

The Intercoastal Canal, intended to ultimately afford direct water connection from the Mississippi River to Corpus Christi, and perhaps to the Rio Grande, intersects the Brazos River between its mouth and Freeport, and thus we have an ideal location for light-draft navigation, in the utilization of deep water at a point where the Intercoastal Canal, the river, and the sea meet. When the Brazos River is made navigable to Waco north and south, millions of acres of the most fertile cotton, corn, and sugar land in the United States will be opened up and made valuable for agricultural purposes and which, by reason of lack of transportation facilities, is comparatively undeveloped. The Intercoastal Canal will be a valuable factor in a like direction east and west. For inbound freight a deep-water harbor at Freeport will mean a saving upon interior shipments by water rates to all points between and to the north of Waco, and the benefit of such rates will not stop there, but reach out for points south of Waco. This will be true also with the Intercoastal Canal, except that transshipment from deep-water to light-draft navigation could also be had at Galveston, but not so effectively there as at Freeport for the reason that here is found absolutely the only place where no wharfage or dock charges exist.

The opening of the Panama Canal will necessarily give a tremendous impetus to our ports, which are already enormously increasing their business by reason of advantageous location, and commerce will find an outlet at Freeport from a vast section of the country 510 miles nearer than from the great port on the Atlantic seaboard, it is also 585 miles nearer the heart of the agricultural center of the United States than New York, and 510 miles nearer than is San Francisco, and is ideally located to take its part in taking care of that commerce.

Freeport is what its name implies—i. e., free from the usual and customary dock and wharfage charges imposed on commerce at practically all American ports of importance. In addition, the comparatively low banks of the Brazos River, which are very wide as high up or even higher than Velasco, affords splendid opportunities for wharves, docks, and wharves, and the location of all character of industries in the most convenient, feasible, and economical way. Here cargoes of deep-water, river, and Intercoastal canal vessels can be exchanged, and warehouse facilities for storage of raw materials and products such as cotton, corn, and sugar, as well as inbound merchandise to any extent can be had along several miles of water front.

The enormous sulphur fields now being developed 3 miles from Freeport has a total territory of 110 acres, under which it is estimated 17,000,000 tons of sulphur is the largest deposit in the known world. The Louisiana field, which occupies the best proven territory, has produced an average of 600,000 tons for 1912-13, as shown in a statement submitted by the Freeport Commerce League, and there is no reason why the Freeport field should not equal or exceed the Louisiana production. The first unit already constructed, and the second double unit soon to be completed, is shown to have a capacity of 120,000 tons per annum now in sight, and the large outlay of money already expended in the construction of plants and the development of this field and the high character of the parties at interest, gives absolute assurance of the development of a great tonnage here, which exists at no other port on the Gulf. The vessels owned by the Seaboard & Gulf Steamship Co., which were acquired for the purpose of and operates a line direct between New York and Freeport, having a dock and warehouse at the latter point, has already resulted in a very large

saving to the users of this port, although the company itself has been greatly retarded in its work by want of a proper depth of water, causing its ships at times to ground or absolutely turn aside, at great cost and expense, to discharge its cargoes elsewhere.

The terminal company organized in connection with this port has declared a policy to afford free wharfage for vessels, not to charge tonnage, and to maintain a liberal policy with respect to locating industries at the mouth of the river. It is proposed to donate sites to industries which are of sufficient importance to justify such treatment, and industries which of necessity must be at deep water can find a more suitable place than the mouth of the Brazos. Many industries contemplating availing themselves of this opportunity are satisfied that the channel will be deepened to a sufficient depth to accommodate vessels necessary for their various enterprises.

The Tampico oil district, which will be very active when the Mexican troubles are ended, is so situated as to its wells located near the coast that the oil flows by gravity into the tanks of steamers, and steaming across the Gulf the Freeport & Mexican (Co.), or other companies which may use this port, can pump the oil direct from the vessels into storage tanks on the Brazos banks, and thus minimize every expense in its handling. This is very important to refineries and factories seeking to be supplied with fuel oil at a minimum cost.

When developed this port should attract commerce from all parts of the State and the trans-Mississippi country, and, connecting with the Brazos River and the Intercoastal Canal for light-draft commerce, and with no charge for docks and wharfage will not only be in a position to offer superior advantages to all agricultural, commercial, and industrial interests, but will originate a great tonnage of its own, ready to supply at all times return cargoes by land and sea.

Already recognizing these advantages, the Missouri, Kansas & Texas Railroad, one of the great railway systems, has acquired an interest in and the operation of the Houston & Brazos Valley Railroad Co., connecting also at Anchor with the International & Great Northern Railroad, and at Angleton with the St. Louis, Brownsville & Mexico Railway, and operating over 3 miles of railroad recently built directly to the sulphur mines. This great system of railway ramifies through Texas, Oklahoma and Kansas, and will be very important in building up shipments to and from Freeport. With proper facilities, large quantities of cotton will seek an outlet to the Gulf where the Missouri, Kansas & Texas has acquired large and extensive terminals, and the congestion avoided which frequently results in great loss and damage and delay by reason of the inability of other ports to handle the enormous cotton crop of Texas and Oklahoma when shipments are being rapidly made.

It has been suggested that the construction of the Intercoastal Canal might afford some argument against the improvement of this port to the depth contemplated. Not so; it only increases the port's worth. When the Government took over the work from the Brazos Channel & Dock Co. with a view of giving a port at the mouth of the Brazos, the Intercoastal Canal project as now contemplated had never been adopted, although the light-draft canal between the mouth of the Brazos and Galveston was contemplated. Further, the enormous cotton and grain crops which seek an outlet on the Gulf require unlimited facilities, and every additional port or facility in use means an enormous saving to commerce. The port of Galveston is not properly chargeable to Texas, as it bears somewhat the relation to the great section of the country tributary to the Gulf that New York does to the Atlantic seaboard. Besides, the commerce using Galveston is exceedingly bulky, and the limitations which necessarily exist at times cause a congestion that retards and increases the cost of handling the products of the country which seek the sea upon the Gulf coast.

In considering improvements upon the Texas coast particular consideration should be given to the fact that savings to interstate commerce have been many thousands greater than savings to intrastate commerce to Texas. It is estimated that deep water at Galveston saved within less than two years upon the grain rates alone more than the entire cost of the work. Besides, Texas in her own confines is about 60,000 square miles larger than either France or Germany, and, in addition to being a great factor in maintaining the balance of trade in our favor by exported products, it is a great and growing home market for the balance of the Union. Due regard, therefore, should be had in considering the expenditure of money by the National Government not only as to the size of the State but of its potential relations to all sections and interests of the National Government.

I will not attempt to duplicate facts and figures already in evidence, but respectfully urge upon you a careful consideration thereof, and, in order to evidence in some degree the widespread and active interest in this proposition, I am attaching herewith as an exhibit a resolution of the officers, directors, and stockholders of the Seaboard & Gulf Steamship Co., which is no doubt on file, together with resolutions of numerous

mercial bodies, but, attached here, may be found convenient for reference. The persons appearing thereon are those of substantial business men, and a glance at their records of business will evidence the many sections of Texas which feel an abiding interest in the work proposed. This is not a courtesy resolution, but is the work of men who have put their money into a steamship company the investment of which would not have been for a moment considered but for the belief that their business interests and sections would largely be subserved by deep water at Freeport. They are hard-headed business men with full knowledge of ports and terminal facilities, freight rates of Texas, boat and rail, and their opinion as to the importance of the necessity for this development is best shown by their spending their money and their time and attention to a matter which they deem will greatly redound to their interest, which necessarily means that of all Texas, as well as the commerce of the States and nations vitally interested in deep water upon the Texas coast. It will be conceded that competitive lines of railway are necessary, although their operations are subject to National and State regulation, in order to secure proper service facilities to shippers.

Competitive ports are even more necessary as water rates are not so subject and the problems of wharves, warehouses, terminals, sites for industries, conveniences of commerce, and economy of operations and timesaving are factors of prime importance. In other words, opportunities for port monopolies are more far-reaching than a transportation monopoly, in their effect upon commerce. Respectfully submitted.

THOS. H. BALL.

LANSING H. BEACH,
Division Engineer, Corps of Engineers.

EXHIBIT.

A meeting of the officers, directors, and stockholders of the Seaboard & Gulf Steamship Co., held at Freeport, Tex., on the 30th day of August, 1913, the following were present:

- Ed. S. Hughes, president Ed. S. Hughes Co., Abilene, Tex.
 - Warfield, vice president and general manager Seaboard & Gulf Steamship Co., Freeport, Tex.
 - Heitmann, vice president F. W. Heitmann Co., wholesale hardware, Houston, Tex.
 - Jackson, secretary and treasurer Seaboard & Gulf Steamship Co., Freeport, Tex.
 - Davis, Freeport Sulphur Co., Freeport, Tex.
 - Hinds, traffic manager Butler Bros., Dallas, Tex.
 - Reed, traffic manager Sanger Bros., Dallas, Tex.
 - Trumbull, president Huey & Philp Hardware Co., Dallas, Tex.
 - Farrar, stockman, Angleton, Brazoria County, Tex.
 - Whyte, president Fort Worth Heavy Hardware Co., Fort Worth, Tex.
 - Goldman, Goldman Grocery Co., Paris, Tex.
 - Connor, president North Texas Dry Goods Co., Paris, Tex.
 - Clifton, president Clifton Manufacturing Co., Waco, Tex.
 - Weber, traffic manager San Antonio Drug Co., San Antonio, Tex.
 - Schumacher, president the Schumacher Co., Houston, La Grange, and Victoria, Tex.
 - Flaxman, president the Flaxman Dry Goods Co., Houston, Tex.
 - Hodges, cashier Angleton State Bank, Angleton, Tex.
 - Rucks, attorney at law, Angleton, Tex.
 - Dittman, treasurer F. W. Heitmann Co., Houston, Tex.
- Following stockholders and shippers, being unable to attend the meeting, sent written indorsements and assurances of cordial cooperation in the work of the company:
- B. Schermerhorn, president F. T. B. Schermerhorn Co., Fort Worth, Tex.
 - Mathias & Co., El Paso, Tex.
 - Willard, vice president Kinsella Hat Co., Dallas, Tex.
 - Schreiner, banker, Kerrville, Tex.
 - Shear, president the Rotan Grocery Co., Waco, Tex.
 - Gross, president Washer Bros., Fort Worth, Tex.
 - Grocery Co., Paris, Tex.
 - Hartzog, president Crouch-Hartzog Co., McKinney, Tex.
 - Berry, secretary and treasurer Crook-Record Co., Paris, Tex.

Moore Grocery Co., Tyler, Tex.
 B. B. Gilmer, president Southern Drug Co., Houston, Tex.
 A. C. Goeth, manager Walter Tips, Hardware & Machinery, Austin, Tex.
 E. Alkemeyer, Houston, Tex.
 A. J. Eilers, president McKean-Eilers Co., Austin, Tex.
 Nalley Grocery Co., Austin, Tex.
 E. J. Hogan, Hogan-Allnoch Dry Goods Co., Houston, Tex.
 Joske Bros. Co., San Antonio, Tex.
 John F. Ryan, Martin Casey & Co., Fort Worth, Tex.
 William Monnig, president and treasurer Monnig Dry Goods Co., Fort Worth, Tex.
 R. B. Templeton & Son, wholesale dry goods, Navasota, Tex.
 Charles C. McRae, Houston, Tex.
 F. W. Brosig, Navasota, Tex.
 F. Kiber, Angleton, Tex.
 A. J. Castanola, M. Castanola & Sons, San Antonio, Tex.
 I. Heidenheimer, jr., Austin, Tex.
 G. A. Duerler Manufacturing Co., San Antonio, Tex.
 W. S. Mosher, Houston Structural Steel Co., Houston, Tex.
 Hodges Dry Goods Co., Palestine, Tex.
 Charles L. Sanger, Sanger Bros., Waco, Tex.
 W. J. Hamlett, dry goods, Milford, Tex.
 Edward Titcher, president Titcher-Goettinger Co., Dallas, Tex.
 J. C. Weaver, president Briggs-Weaver Machinery Co., Dallas, Tex.
 R. Liebman, Texas Paper Co., Dallas, Tex.
 L. Craddock, L. Craddock & Co., Dallas, Tex.
 S. G. Davis, Parlin & Orrendorf Co., Dallas, Tex.
 C. D. Pratt, president and treasurer Pratt Paint & Paper Co., Dallas, Tex.
 Hensinger Hardware Co., San Antonio, Tex.
 W. A. Cortes, treasurer Bering-Cortes Hardware Co., Houston, Tex.
 C. F. Hellmouth, Bellville, Tex.
 The Goldstein Migel Co., Waco, Tex.
 W. C. Stripling, Fort Worth, Tex.
 Nash Hardware Co., Fort Worth, Tex.
 J. H. & E. A. Holingrene, San Antonio, Tex.
 George K. McLendon, McLendon Hardware Co., Waco, Tex.
 H. S. Bettes Hardware Co., Paris, Tex.
 James Shield, James Shield & Son, Leonard, Tex.
 Woldert Grocery Co., Tyler, Tex.
 Kennard Mercantile Co., Cleburne, Tex.
 Walter B. Connally, secretary Waldel-Dickie Hardware Co., Tyler, Tex.

The question of further improvement of the harbor at the mouth of the Brazos considered, whereupon Mr. G. A. Trumbull offered the following resolution, which was seconded by Mr. Heitmann, and after full discussion was unanimously carried.

Whereas the feasibility and desirability of a deeper port at the mouth of the Brazos has long been recognized by the agricultural, commercial, industrial, and shipping interests of Texas, and the work of its development has been greatly prevented and retarded by lack of funds and work to procure permanent depth to accommodate seagoing vessels of sufficient draft to accommodate the commerce which can properly be handled by this port; and

Whereas commerce can only be established and developed by proper provision of such accommodations and is necessarily in a measure prospective so long as the same are unprovided; and

Whereas the discovery of sulphur and the development of an enormous tonnage at the Freeport Sulphur Co., in addition to other large interests which are and will be established here as well as a large and productive area tributary to this port on the great river which finds its outlet at this point, promise adequate and permanent return cargoes to ships seeking this port, and creates an imperative necessity for an adequate depth of water at the mouth of the Brazos; and

Whereas the Seaboard & Gulf Steamship Co., whose stockholders represent the commercial interests and businesses in many parts of Texas, was organized to give relief and procure lower rates and proper accommodations for the Texas shipping by securing and maintaining a competitive port; and

Whereas the company has in spite of great and at times unfair competition from the railway and shipping interests succeeded in maintaining its business for many years, and has been justified with the results shown in putting on additional tonnage to accommodate its growing business; and

reas it is reasonably believed that the work of this company has saved since inauguration not less than \$1,000,000 annually, based on figures made by Texas shippers by reducing and holding down rates, and it is believed that even better results will be had with the additional service now provided, and that further improvements by the National Government are necessary, if such results are to be obtained, and that this company has been hampered and inconvenienced in its operation by lack of a proper channel depth, and other shipping interests prevented thereby from using the port; and

reas we are advised that the Congress has ordered a survey of the river from the mouth of the Brazos to Freeport, with a view of procuring a uniform depth of 25 feet, which will give a depth of water and opportunity to accommodate industries and terminal facilities desiring to make use thereof, and thereby largely benefit the commerce of Texas; and

reas this company has received scores of applications not only in Texas but from the eastern seaboard looking to the accommodation in storage of merchandise, much of which is prohibited owing to excessive storage rates elsewhere on the Texas coast, and which can be much more cheaply provided than is now being done at the larger and less expensive terminals and facilities at Freeport are utilized when a proper depth of water is provided : Therefore be it

Resolved, That we cordially indorse and approve the proposition and urge upon the Government engineers and Congress the adoption of the project and its speedy completion, and pledge our support and cooperation in fully justifying the expenditure by the National Government of an amount sufficient to carry out this worthy and much needed improvement.

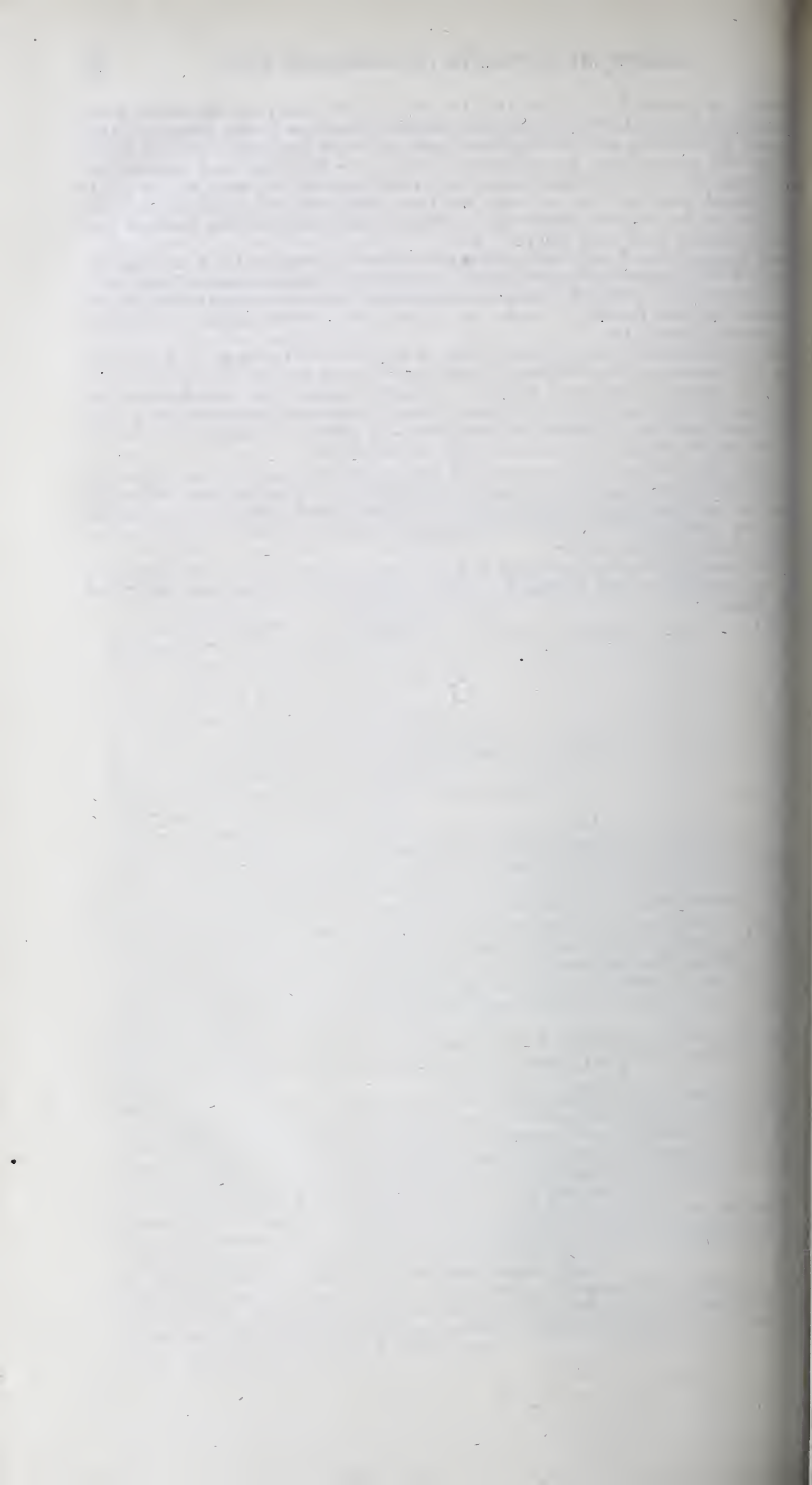
Whereby certify that the foregoing is a true and correct copy of the resolutions passed at a meeting of the Seaboard & Gulf Steamship Co. at the time and place herein stated.

SAL.]

(Signed)

FELIX JACKSON,
Secretary.





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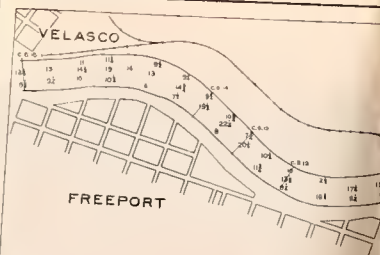
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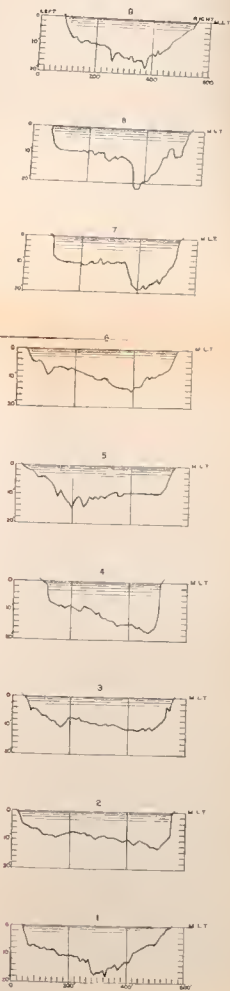
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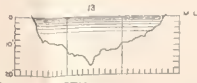
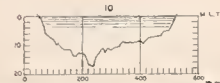
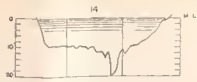
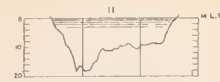
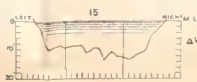
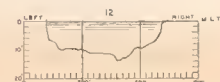
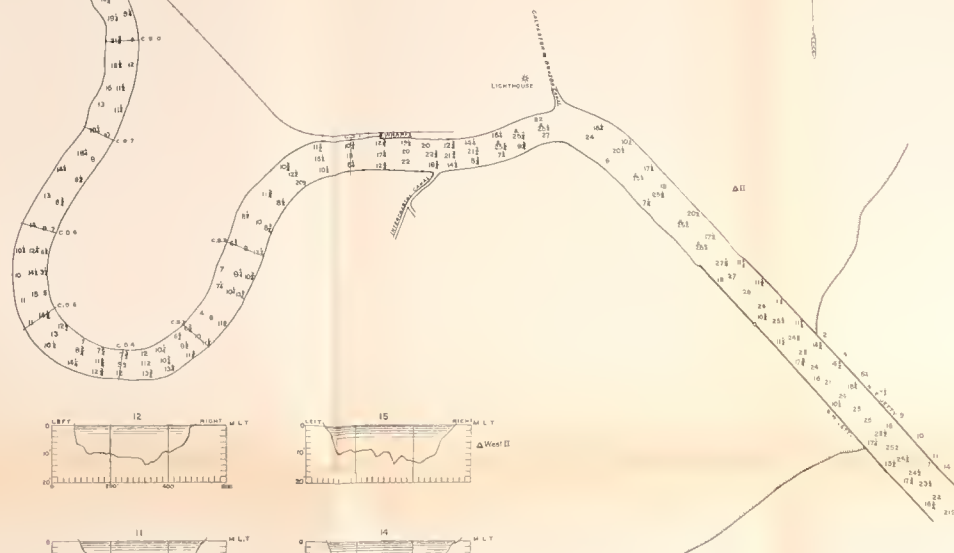
Galveston, Texas
To accompany report dated July 23rd 1914

Lieut. Col. Corps of Engrs. U. S. Army

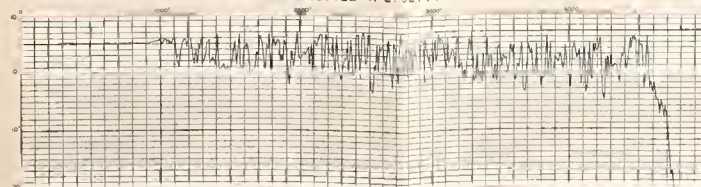
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MOUTH OF BRAZOS RIVER UP TO FREEPORT, TEXAS

FROM SURVEY MADE UNDER THE DIRECTION OF
 LIEUT. COL. C. S. RICHE, CORPS OF ENGRS. U. S. ARMY
 H. T. BLACKBURN, ASST. ENGR.
 E. B. SANDELANDER, INSPECTOR
 MAR 16 - APRIL 2, 1914
 SCALE OF FEET



PROFILE N. E. JETTY



PROFILE S. W. JETTY

